

The Hongkong Telegraph

(ESTABLISHED 1881.)

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February 22, 1915. Temperature 6 a.m. 53. 2 p.m. 64. Humidity 64.

February 22, 1914. Temperature 6 a.m. 68. 2 p.m. 76. Humidity 94. 66.

2838 日九初月正

MONDAY, FEBRUARY 22, 1915.

一拜禮 號二廿月二英 價銀 10.00 元 36 PER ANNUM.

TO-DAY'S LATEST WAR TELEGRAMS.

GERMAN SUBMARINES STILL BUSY.

BRITISH COASTER SUNK OFF THE ISLE OF MAN.

Crew Given Five Minutes to Clear.

GERMAN AUXILIARY CRUISER INTERNED.

[Reuter's Service to The "Telegraph."]

Heavy German Losses.

Feb. 21, 4.35 p.m.

A Paris communique states:—
We took a portion of some trenches in the Ypres region which the enemy had temporarily occupied.
It is confirmed that the enemy left several hundred men on the field. Our losses were slight.
Our gains in Champagne have been maintained. Enemy counter-attacks at dusk failed.
We repulsed in the Vosges an attack on the northern bank of La Foch and two attacks on the southern bank. We counter-attacked. The fighting continues.

British Operations.

(Official Telegram from the British Foreign Office.)

Feb. 19, 2.30 p.m.

Field Marshal Sir John French reports in regard to recent fighting by British troops as follows:—Considerable activity by the enemy resulted in his occupying some of our trenches, but our troops counter-attacked with great gallantry and everywhere drove the Germans back. In one place 60 German dead were left, and a number of prisoners were taken.

On the night of the 15th and 16th an attack was made on our line to the North of Ypres canal, and on the following night a similar attack was made against Neuve Chapelle. Both were easily defeated with loss to the enemy. All the ground recently gained by us has been strengthened and held without difficulty.

Our aircraft have carried out valuable reconnaissance work and have successfully engaged enemy aeroplanes.

Coaster Sunk by German Submarine.

Feb. 21, 10.10 p.m.

A German submarine sank the three hundred ton coaster Downshire, off the Isle of Man. She gave the crew five minutes to leave.

German Auxiliary Cruiser Interned.

Reuter's correspondent at Buenos Aires says that the German auxiliary cruiser Holger, which brought the crews of the Highland Brae, etc., ashore on February 18, has been interned. It is now stated that the ship was sunk by the Kronprinz Wilhelm, which is believed to be in the River Plate with the crews of the other vessels.

The Downshire—Further Details.

Feb. 21, 9.55 p.m.

The Downshire only stopped after three shots had been fired. Five of the crew then rowed to the submarine, the officer of which used the Downshire's own boat to get alongside. He placed a bomb amidships and destroyed the ship. The crew were then turned adrift in their own boats, and were rescued by trawlers.

LATEST WAR TELEGRAMS.

Karlsruhe Sinks Five Vessels.

Feb. 21, 5.20 p.m.

The steamers Potaro, Highland Brae and Homosphere and two sailing vessels have been sunk in the Atlantic, presumably by the German cruiser Karlsruhe.

All the crews, numbering 102, were landed yesterday at Buenos Aires, also fifty-one passengers of the s.s. Highland Brae.

Later.

The Karlsruhe's victims include the Norwegian sailing vessel Semantha, bound from America for England.

The Dardanelles Bombardment.

Feb. 20, 5.55 p.m.

The following is in continuation of the account of the Dardanelles bombardment, by an Allied Fleet:—

The forts on both sides of the entrance then opened fire and were engaged at moderate ranges by the Vengeance, Cornwallis, Triumph, Suffren, Gaulois and Bourvet, supported by the Indefatigable and Agamemnon at long range.

The forts on the European side of the Straits were apparently silenced, but one fort on the Asiatic side was still firing when operations were suspended owing to falling light.

None of the Allies' ships were hit.

The action was renewed to-day after an aerial reconnaissance. The aeroplane ship Royal Ark is in a tandem with naval seaplanes and aeroplanes.

Russians Capture 2,000 Prisoners.

Feb. 20, 3.50 a.m.

A Petrograd communique says that between the Niemen and the Vistula our troops in the Augustow region are gradually emerging from the sphere of fighting and an action is developing near Osowiec, on the Lomj Road.

There has been no change on the left bank of the Vistula. The Austrian attack near Otinoff, on the left bank of the Dnapestz, failed.

We repulsed a series of attacks in the Carpathians, and at Iztien and north-east of Szepko captured with the bayonet the heights north of Votamiki.

A Russian battalion at daybreak on the 17th stormed the Lunete region, at Zavadok, killing all the German defenders.

All the German counter-attacks in massed columns were repulsed.

Desperate fighting continued for two days in the region of Wyshkoff. We captured 2,000 prisoners and six mitrailleuses.

A Famous Indian Passes Away.

Feb. 20, 11.25 a.m.

A message from Poona announces the death of Mr. Gokhale, the famous publicist.

[The Hon. Mr. Gopal Krishna Gokhale, C.I.E., was born in 1866 and was the representative of the non-official members of the Bombay Legislature on the Viceroy's Legislative Council. For 20 years he devoted himself to the cause of education among his Maharatta countrymen by serving as professor in Ferguson College, Poona, on nominal pay; he was actively identified with the National Congress movement; was President of the Indian Congress, 1905; gave evidence before the Indian Expenditure Commission in London; was a Fellow of Bombay University; Founder of the Servants of India Society; and in 1912 was a member of the Royal Commission on Public Services in India.]

Laws of Humanity: Britain's Reply to America.

Feb. 19, 11.10 p.m.

Great Britain, replying to the United States in reference to the s.s. Wilhelmine, enumerates Germany's violations of the laws of humanity, and says if therefore hereafter she should declare food-stuffs absolutely contraband she cannot expect neutrals to object on the ground of depriving her of international doctrine.

Sir Edward Grey's memorandum as to the Lusitania flying the United States flag shows that Great Britain is entitled to fly a neutral flag in order to escape capture, sinking, or destruction, especially as the United States acted similarly during the Civil War.

He emphasises the obligations of a belligerent to definitely ascertain the nationality and character of merchantmen. Consequently the hoisting of a neutral flag cannot endanger neutral shipping, and responsibility for any loss must rest with Germany.

Sir John French's Bulletin: Great Aeroplane Achievement.

Feb. 19, 2.5 p.m.

The Press Bureau issues the following:—Sir John French's bulletin says that the enemy displayed considerable activity during the past few days south-eastward of Ypres. The fighting here was sometimes severe. At one or two points the enemy succeeded in occupying some of our trenches, but was driven out by counter-attacks. Sixty of the German dead were left in one place on the ground.

We blew up a German trench and took a number of prisoners. Our troops counter-attacked with great gallantry, despite the water-logged ground and trenches.

The Germans' night attack of the 15th on the Ypres canal, and the following night a similar attack near Neuve Chapelle, were both easily repulsed with loss to the enemy.

All the ground we have recently gained has been strengthened and held without difficulty.

Our artillery southward of the Lys has most effectively dealt with the German batteries.

Our aeroplanes have made most valuable reconnaissance, and successfully engaged the enemy; a British aeroplane attacking two Germans, resulting in the destruction of a German aeroplane.

LATEST WAR TELEGRAMS.

Highest French Military Honour for Sir John French.

Feb. 20, 11.25 a.m.

Reuter's correspondent at Paris reports that the Government has conferred the military medal, which is the highest military honour, on Field Marshal Sir John French.

Feb. 20, 5.15 p.m.

The Allied fleet engaged in a two days' bombardment of the Dardanelles with considerable effect.

Feb. 20, 5.20 p.m.

The Press Bureau states that at eight o'clock in the morning, yesterday, a British fleet of battleships, battle-cruisers and destroyers, aided by a strong French squadron, the whole commanded by Vice-Admiral Carden, attacked the forts at the entrance of the Dardanelles. The forts of Oosphelles and Kumkale were bombarded with deliberate long range fire. Considerable effect was produced on the two forts. Two others were frequently hit, but it was difficult to estimate the damage done. A portion of the battleships at 2.45 in the afternoon were ordered to close in and engage the forts at closer range with secondary armament.

German Reserves Enveloped in Fire.

Feb. 20, 5.10 p.m.

Reuter's correspondent at Paris reports that a communique states the Germans bombarded Nieuport-Bains and the dunes. "We replied effectively."

The Germans use important forces in an attack eastward of Ypres, where the enemy after an intense bombardment were attacked with the bayonet, and were repulsed, and our artillery enveloped with fire German reserves which should have supported the attack. The German losses are very high.

From the Lys to the Aisne there has been artillery activity.

Dead from Five German Regiments.

Feb. 21, 2.25 a.m.

A Paris communique states that from Belgium along the whole front to Rheims, there have been cannonades and fusillades. "Our action continues in Champagne under good conditions. We repulsed several counter-attacks and made fresh progress north of Perthes, occupying a wood which the enemy had strongly organised."

In Argonne there have been some engagements of little importance. After repulsing the sixth counter-attack at Lys Pargues southward of Verdun, we delivered an attack which enabled us to enlarge and complete the progress made yesterday. We took three machine guns, two trenches, mortars and two hundred prisoners, including several officers. On the positions we carried we found dead belonging to five different regiments.

German Submarine at Work Again.

Feb. 20, 7.05 a.m.

A German submarine, without warning, torpedoed to-day the Cardiff steamer Cambank, about five miles off Alnmwyth Bay. The vessel had just taken a pilot aboard for Liverpool. The third engineer and two firemen were killed and the donkeyman was drowned while attempting to jump into a boat. The remainder were saved.

Panama Exhibition Opened by President Wilson.

Feb. 21, 2.25 a.m.

At San Francisco, the Panama exhibition was opened by President Wilson, by pressing a button at Washington. Forty-one nations participated.

German Battalion Destroyed.

Feb. 20, 5.55 p.m.

A communique has confirmed the enemy's losses of the past few days as being considerable. According to prisoners, a battalion was destroyed. The Germans made a fourth attack on the heights of the Meuse at Lesetarges, but were repulsed by artillery fire. The enemy continued unsuccessful counter-attacks on hill 607. The enemy gained a footing on the eastern spur at Sattel, where the fighting continues. It is raining and snowing in the Vosges.

(Official Telegram from the British Foreign Office.)

Feb. 20, 12.50 a.m.

The Norwegian tank ship Belridge was struck by a torpedo from a German submarine to-day near Folkestone. The Belridge was a neutral ship proceeding from New Orleans to Amsterdam.

Feb. 21, 2.10 a.m.

A Paris communique says:—In Belgium an attack on trenches east of Ypres was repulsed. The enemy had deployed companies in the first line.

An attempted attack near Boelincourt, north of Arras, was repulsed.

Rheims was bombarded. In the Champagne region, at Souain, Perthes, and Beausjour the enemy on the nights of the 18th and 19th delivered five counter-attacks with a view to retaking the trenches which he had lost on the previous days. All were repulsed.

The fight continued to-day, when we made fresh progress in the Argonne.

Some German *coup de main* on the nights of the 18th and 19th failed. We destroyed a blockhouse and occupied the site.

Three German counter-attacks on the heights of the Meuse at Eparges, on the trenches which we had captured on the 17th, were arrested by the artillery.

In the Vosges, between Luise Wissensbach and the region of Bonhomme, the enemy after gaining a footing on hill 607, which was attacked with a regiment, was dislodged this morning by a counter-attack by one and a half companies. We held the heights against the violent attacks of the enemy.

The attack on Littel, north of the farm of Sattel, was repulsed.

TELEGRAMS.

NEWS FOR BUSY MEN.

CONDENSED

The German cruiser Karlsruhe has sunk five vessels in the Atlantic.

According to German prisoners, a battalion was destroyed in recent fighting in France.

The French Government has conferred the military medal on Field Marshal Sir John French.

The Democrats have allowed the Opposition in the U. S. Senate to talk the Ship Purchase Bill dead.

Great Britain's reply to the United States in reference to the s.s. Wilhelmine is referred to in a telegram.

In the fighting near Ypres, the enemy left several hundred men on the field, the Allies' losses being slight.

The Norwegian tank ship Belridge has been struck by a torpedo from a German submarine near Folkestone.

At San Francisco, the Panama exhibition was opened by President Wilson, by pressing a button at Washington.

Near Verdun, the French have taken three machine guns, two trenches, mortars and two hundred prisoners, including several officers.

The Allies have taken a portion of some of the trenches in the Ypres region which the enemy had temporarily occupied.

Further details of the bombardment of the Dardanelles show that H.M.S. Triumph took part. The operations are being renewed.

NEWS.

The week-end local sport is reported elsewhere.

Further Notes on the Crisis appear on page 4.

Interesting news from our Canton correspondent appears to-day.

General news and an article headed "A Dutch War Review" appear on page 3.

"Our Contemporaries" appears on page 2, Commercial News on page 9 and Log Book on page 6.

The Naval Dockyard Recreation Club held a Bohemian concert on Saturday, when a presentation was made to Mr. E. R. Bate.

DON'T FORGET.

TO-DAY.

Bijou Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.
Italian Grand Opera Co.—Theatre Royal.

TO-MORROW.

Bijou Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.
Italian Grand Opera Co.—Theatre Royal.

H. K. Jockey Club Race Meeting.

Wednesday, February 24.

H. K. Jockey Club Race Meeting.

Friday, February 26.

The China Provident Loan and Mortgage Co., Ltd.—Meeting—11.30 a.m.

Saturday, February 27.

Concert in aid of Allied Forces Tobacco Fund—Theatre Royal—9 p.m.

Thursday, March 5.

Hongkong Horticultural Society's Annual Show—Botanic Gardens.

Friday, March 6.

Hongkong Horticultural Society's Annual Show—Botanic Gardens.

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Hongkong, June 11th, 1913.

Hongkong, 16th August, 1910

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ture, has been a teacher to
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in this Colony for over ten years.
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ing Europeans to pass in the
Chinese examination, and is
possessed of a first rate certificate
as a Chinese teacher. He has
also a good knowledge of Man-
darin and Hakka.
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Chinese language are requested
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Hongkong, 29th Jan., 1912.

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Hongkong, 5th October, 1913.

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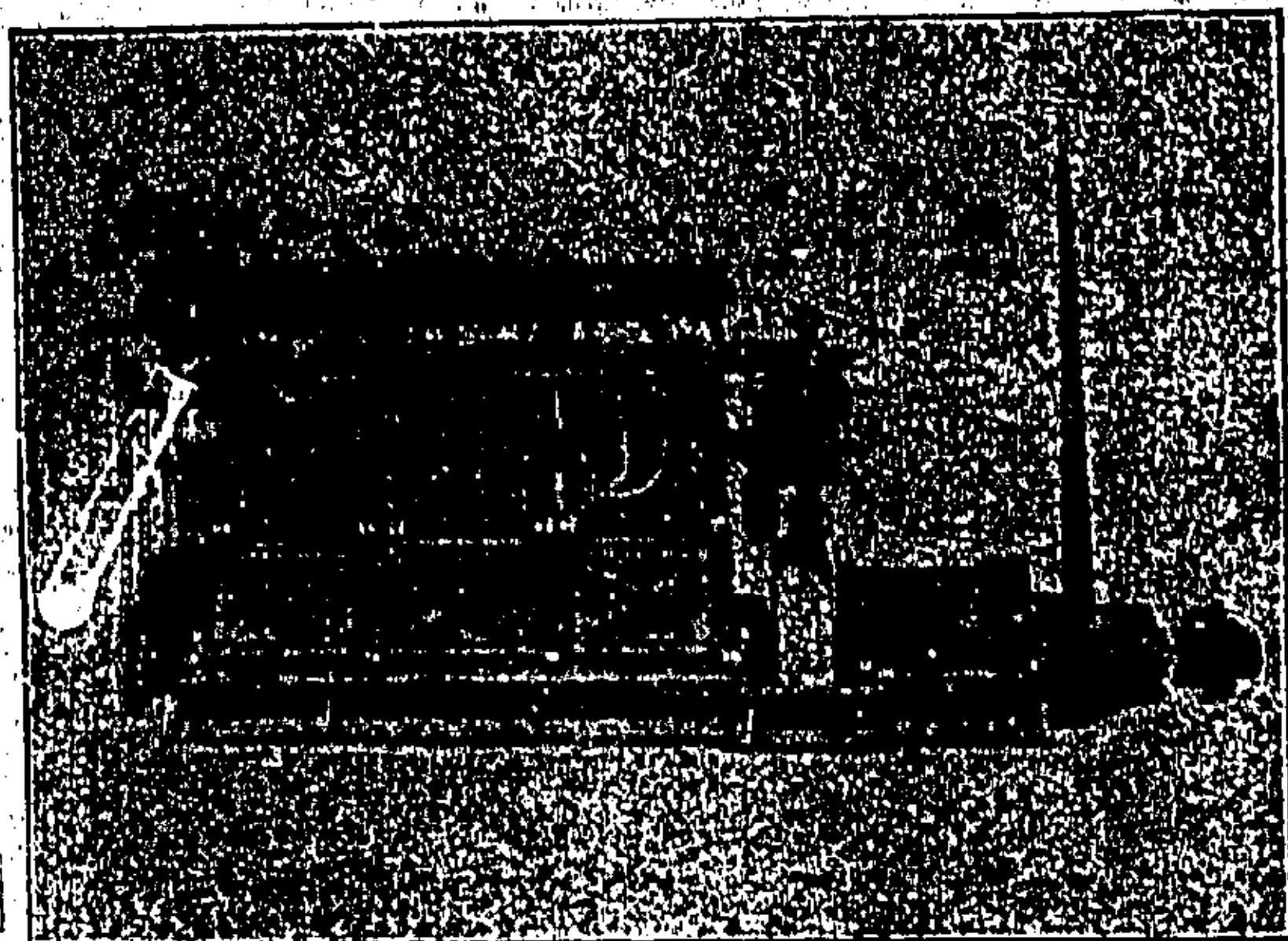
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OUR
CONTEMPORARIES.

South China Morning Post.

The Race Meeting.
The men who indulge in the
sport, whether owners or jockeys,
are above suspicion, having noth-
ing to gain save the pride of
winning, and pursue that with an
admirable singleness of purpose.
The point need not be laboured.
It is admitted on all hands. But
it is good to reflect on it once in
a while. All that is wanted, then,
to make the 1915 meeting a com-
plete success is good weather, and
that, at present, promises well.
We wish good luck to all the
owners and a general distribution
of the honours to owners and
riders and horses. After all, it
would be unfair to comment on
the races without paying tribute
to the sterling qualities of these
game little China ponies which
can carry a walter weight for a
mile and a half and battle stren-
uously at the finish. We wish
all concerned a happy and suc-
cessful meeting.

Daily Press.

An Abortive Conference.
One of the many enterprises
brought to a close with the out-
break of the European war
(though it is doubtful whether it
would not have come to an abor-
tive end in any case) was the Simla
Conference, at which representa-
tives of China, Tibet, and Great
Britain were endeavouring to find
some basis of agreement between
the two former which would be
satisfactory to China while at the
same time preserving for Tibet all
that she had won by her own ex-
ertions. It may be remarked in pas-
sing that, even though Great Britain
was not, at the time, able to carry
the task through to its final com-
pletion, Tibet was left in no doubt
as to our intention, and the pro-
British feeling which has been
growing in Tibet ever since Dar-
jeeling offered asylum to the
Dalai Lama fleeing before Chao
Kerb-feng's advance guard found
a concrete manifestation in the
offer of 1,000 Tibetan troops for
service against Germany and in
the Pontiff Sovereign's orders to
the lamas to recite sutras for the
success of British arms.

China Mail.

Germany and United States.
Count von Reventlow, writing
in the Berlin Tages Zeitung, claims
that America is hopelessly pre-
judiced in favour of England, and
states that this is clearly shown
in the way that America handles
questions of contraband: "Ship-
ments, he says, whereby only the
Allies benefit, and which constan-
tly strengthen the military efforts
directed against Germany actually
work out in practice as support of
one belligerent to the detriment of
another, and are contrary
to the spirit of neutrality." What
has particularly irritated
German opinion is the tone of
the American Press, and this is
very evident in a paragraph
quoted by the London Times from
the Koelnische Zeitung, which
says: "What has appeared in the
most widely read and in the
majority of American newspapers,
in the way of odious attacks upon
Germany, abuse of the Emperor,
and insulting pictures, has hardly
been surpassed by the dirtiest
London gutter journal, and the
great majority of the American
people, however highly we may
honour a respectable minority,
have found pleasure in this
attitude."

Straits Racing Calendar.

The issue of the above, which
is the official organ of the Straits
Racing Association, has appeared,
giving the results for 1914. The
book is so well known now that
it is hardly necessary to repeat
the contents, but it is sufficient to
say that the production is up to
the previous standard in use and
completeness. In the larger meet-
ings for the first time the names
of the trainers of the winning
horses are given and the fourth
place is indicated. This is an
advance which will be welcomed,
especially the latter point which
often gives a very useful indication
in studying form. The results of
the pony races at the smaller
meetings which appear likely to
be of more interest as time goes
on are all included, and the book
is a necessity for all who care to
follow Straits racing.—Singapore
Free Press.

Oysters, Fresh, Fried on Stoves
Flinders Haddock, Kippers, etc.
ALEXANDRA CAFE.

GENERAL NEWS.

Missing Lad Seen in Moving Picture.
Says an American paper:—Richard Conedine ran away from home six months ago. He was last heard of in San Diego. But lately his brother, James Conedine, went to a moving picture show in Chicago. He saw the photo of his brother in it. It was a picture of Mayor Rolph in the rear of an automobile selling newspapers for some charity benefits. In the crowd the brother saw Richard with a bundle of papers in his arm. He ran home and told his mother. As a consequence the mother has written the local police asking them to help her find the boy.

"A Mission to Heaven."
A rare book—one of the world's literary masterpieces—written by a Chinese, and admired by every Chinese scholar as their greatest Buddhist Epic and Allegory, as Shakespeare is admired by all Englishmen, is now for the first time translated into English, by Dr. Timothy Richard, late Chancellor of the Shansi Government University. This book should prove of special value and of absorbing interest to those English-speaking Chinese who are not familiar with Chinese characters, and to whom the original is a sealed volume.—*Strait Times*.

University of Bangkok.
The Bangkok Times hears that the contract for the erection of the first block of buildings for the University of Bangkok has been given to Messrs. G. Klezner and Co. This building will eventually be the lecture hall. The foundations and bulk of the construction will be of ferro concrete and brick, and the roof is of Siamese design. The plans have been prepared by Mr. E. Healey, of the Siam Architects, and the building, which is expected to be ready for use in about eighteen months' time, will cost over 400,000 ticals.

The Cost of the Loaf.
The price of wheat on January 8 at Home advanced further by 1s. per qr., and the official price of flour was raised by 1s. per sack. The baker now has to pay 43s. for a sack of flour, and, if 15s. be added as the cost of baking, etc., 58s. represents the outlay on a sack, which should yield 92 quarter loaves. That gives the equivalent of a quarter loaf as rather more than 7d. The loaf is now being generally sold at 7d., so there is certainly no immediate sign of any relief to the consumer. In the deliberative opinion of grain dealers, says the *Times*, the price of bread in England has not since the war been raised in proportion to the rise in wheat and flour. That, strange as it may seem at first, is attributed to the fact that the London baking trade war, at any rate on the outbreak of war, largely in the hands of Germans. The German bakers were not disposed to advance their prices quickly, lest their action might be misunderstood.

Seventy Japanese Brides Arrive at San Francisco.
San Francisco, Jan. 4.—Seventy picture brides from Japan arrived here to-day on the liner Shinano Maru to meet husbands they have never seen. Fifty more arrived within the week on other steamships. Until the husbands claim them, the brides are being housed on Angel Island, the United States detention station. There has been an exchange of photographs and a formal declaration of intention, in writing, before a Japanese official. The brides come tagged and numbered, and then are correctly awarded to their right husbands.

"Sell That Fly."
The Japanese administration of Chosen (Korea) has adopted a queer but very effective method of stamping out disease due to the common fly. The Anglo-Saxon slogan of "Kill that Fly" would probably not stimulate the imagination of a people which regards disease as inevitable, so the administration has hit on the idea of buying flies from the populace, and an illustration in the latest annual report on reforms and progress in Chosen bears the enticing headline, "Purchasing Flies from natives by Government officials." The report is, however, tantalisingly reticent on a matter of such human interest as the price per pound or by the thousand, and the nature of the local "swatters."—*Globe*.

NOTICE.

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A DUTCH WAR REVIEW.

The First Five Months.

There is certainly in nothing except that Europe must look for an increasing burden of sadness, desolation, ruin, says a Dutch paper. When the time comes for the writing of the history of this titanic struggle of empires against empires many strange things will be revealed. Indeed, the whole war has been made up of the strange and unexpected. What military expert ever dreamt of a long line of trenches, extending from the sea in Belgium across France to the Swiss frontier—a line hundreds of miles in length!

What military expert ever dreamt that such a line of trenches, manned by armies millions strong, and in many places only a few yards apart, would be held week after week and that the capture of a hut here, a house there, or a single trench would be hailed as a marked advance, and made the subject of much rejoicing! What military expert ever dreamt that the hand grenades of the Napoleonic war would again become favourite instruments of destruction, or that the war would see the introduction of guns so gigantic as to require thirteen engines to draw them!

The year 1914 has been a battle waged simultaneously on land, on sea, in the air and under the water; it has seen "impregnable" fortresses crumbling within a week; it has borne witness to the amazing vitality of the small nations, such as Belgium and Serbia. Of the appalling amount of misery and destruction, of suffering and devastation which the war has brought there can be no two opinions; of the military results achieved and the outlook hardly any two people are exactly agreed. If the Allies point to the failure of the German march on Paris as well as the attempt on Calais, Berlin may point to the fact that German troops are firmly established in a not inconsiderable portion of French territory, while practically the whole of Belgium is in their grip.

If Germany points to the success of her submarines and mines against the British navy, the British Admiralty may retort by pointing out that despite these losses the British margin of superiority is greater to-day than at the outbreak of the war. While the British have not been able to obtain a general action with the German fleet, and failed to catch the Scarborough raiders, they have swept German commerce from the seas, and established a form of blockade which must in course of time make itself severely felt. While the Allies have failed to free their territory of German armies they have captured nearly all the German colonies, on which so much time and money had been spent. In the east the war has taken on an entirely different character

from that of the west. In place of siege warfare vast armies retreat and advance alternately from the German frontier to the very gates of Warsaw. But neither in the west nor in the east have the past five months of war produced anything in the nature of a decision. Never before were the forces of the opposing Powers more nearly equal so far as land fighting is concerned. It is this claim of the Allies that the future is on their side; that their armies are growing in strength and equipment with every day that passes and that final victory will rest with the longest purse. Both sides profess to be confident of victory and both are pressing forward their preparations for the fresh developments in this mighty struggle which the early spring will bring with it.

CHINA AND JAPAN.

A Story from Washington.

An American report is as follows:—Washington, February 13.—The relations between China and Japan have grown exceedingly more strained during the past 24 hours according to word received here from Peking. China, it is believed, is willing to make some concessions to the Japanese demands, but refuses absolutely to agree to all of them. Several conferences have been held between President Yuan Shi-kai and Ambassador Hsiao, Japan's diplomatic representative to Peking, but the situation is apparently in a deadlock. China refuses to yield to the demands for concessions made by Japan.

Advices from Tokyo are to the effect that Japan, while protesting that she is desirous of maintaining friendly relations with China, is nevertheless making active and determined preparations to make war. The Tsan Chen Yuan or Chinese state council has sent a resolution to President Yuan Shi-kai asking that they be taken into the president's confidence regarding the situation. A movement is now on foot in Tokyo to inflame the minds of the Chinese students there against the present government. U.S. officials here have refused to comment on the new turn of events in the East.

Ship Purchase.

The question of purchase of shipping—German and perhaps otherwise—by the United States Government has again been in evidence. People in America accuse the President of using the same means to create a fictitious demand for his Bill as Mr. Bryan used to push his Free Silver campaign. The *New York Times* says disinterested and well-informed business men do not want to invest millions of Government money in a trade that private capital avoids because of the hopelessness of profit under existing laws. A committee of the Chamber of Commerce reported at the opening of the war that there has at no time been any lack of cargo

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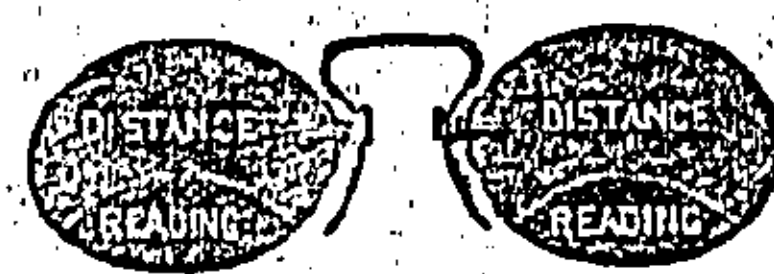
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room in the South American trade. The financial embarrassment of the South American countries, not lack of ships, is the trouble. Government-owned ships in the European trade would invite contraband troubles far more serious than the inconveniences resulting from the high Atlantic freight rates.

Will of Hon. Francis Lambton.

Lieut. the Hon. Francis Lambton, Royal Horse Guards, brother of the Earl of Durham, a trainer at Newmarket, who was killed near Ypres on October 31, has left £28,097. To his head man, Jack Green, he gave £150; to Fred Leader, trainer, £150; to his travelling head man, John Butler, second head man, Fred Ager, and clerk, John Rawlinson, £25 each; to each of the other employees at his business at Newmarket £5 each.

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W. B. ELWES, Superintendent, Hongkong, Feb. 18th, 1915.
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The Hongkong Telegraph.

HONGKONG, MONDAY, FEBRUARY 22, 1915.

THE BANK MEETING.

Foreigners whose lot is cast in the Far East, whether they belong to the commercial and financial classes or not, have a vital, though in many cases an indirect, interest in trade prosperity in this part of the globe. The Hongkong and Shanghai Banking Corporation, by reason of its widespread activities and the ramifications of its operations, has its finger on the commercial pulse of the East in a way in which no other organisation has. It is the first to know when the under-currents of business life foreshadow bad times, as it is the first to realise that the portents are favourable for the future. Individual firms and combinations of firms may know their own markets well enough, but the Hongkong and Shanghai Bank stands above all, taking a comprehensive review of conditions in general and deducing therefrom the trend of events. For these reasons we all look to the chairman's speeches at the periodical meetings of shareholders in the Bank with more than passing concern. For these pronouncements are something in the nature of indicators telling us how the situation really is. And in one sense it is somewhat to be regretted that in future there is only to be one Bank meeting a year instead of two, as hitherto.

Interest was all the more strongly focussed on Saturday's meeting because of the fact that it was inevitable that reference would be made to the effect of the war upon trade in general and Far Eastern trade in particular. The statement which the Hon. Mr. Landale made to shareholders and the public at large on this aspect of affairs was in every way satisfactory and reassuring. He was able to announce that business is now assuming a normal state, and, what is equally gratifying, to add that so far as the great financial centre of the world is concerned, there is now an abundance of cheap money for the ordinary requirements of trade. What is more, he made the revelation that the war is proving, or is likely to prove, something to those who are concerned with China, produce inasmuch as, by the dislocation of the usual channels, new outlets have been found—a development which the Chairman rightly viewed as one of great possibilities in the days ahead.

In accordance with usage, a considerable part of the speech was devoted to affairs in China, and here also it was good to observe the note of confidence which characterised the utterance. It was shown that China, left largely to her own resources—since imports fell away and foreign financial aid was cut off by the war—was able to face the situation and to enter the present year financially stronger than she was before the war. The Chinese Government deserves all the praise that can be showered on it for the way internal affairs have been managed in this time of stress, but it must not be forgotten—and China herself should especially bear the point in mind—that if the country is in a happy position financially to-day, this is in very large part due to the splendid services of foreign officials in their work of supervision, especially those who have worked such wonders by reorganising the salt revenue. What has been done in this latter regard was ably explained in the speech under notice. Taking it all in all, the speech was of a most hopeful, confident and inspiring tone. And it should cast away any lingering doubts which may have been entertained as to the future of business in this part of the world.

The Wolf Cubs.

Good luck to the Wolf Cubs, concerning whom we published some information on Saturday. The new organisation will be welcomed by all sensible people at the Peak who have growing youngsters and who do not always see their way to keeping them out of mischief. The Scout idea, as we have said before, is calculated to make boys healthily self-reliant without, at the same time, giving them too good a conceit of themselves. But there is more to it than that, as Major Bowen showed in his remarks at the inaugural meeting. "A Scout," he said, "is kind to all; a Scout is courteous; a Scout is pure in thought, word and deed. No knight of chivalry ever had a nobler ideal placed before him." In these three or four lines the whole position is summed up. No boy, be his father a prince or a coal-heaver, can help being a twentieth century knight in the best sense—i.e. a gentleman—so long as he strictly lives up to the programme which General Baden Powell has laid down for the Scouts; for no one can well be guilty of a breach of manners or good form who makes it his life's endeavour to avoid what will cause pain, annoyance or any form of discomfort to others. The doctrine is quite a simple one, and can easily be taught to a child who is old enough to grasp the most elementary notions about right and wrong.

Orange Peel etc.

It is but a fortnight since we spoke, in this column, of the laxity of the Hongkong authorities in allowing fruit-refuse to be thrown anywhere and everywhere on the footways of the Colony. From our issue of Saturday it will have been seen that a police constable has had to be taken to hospital through his having slipped on a piece of orange-peel in Garden Road. Before the London County Council introduced a by-law, making it an offence to litter the pavements in this manner, a table was published which showed the number of accidents caused in a year, solely through persons slipping on orange-peel etc. to be appalling. It is by the merest chance that more serious accidents do not take place in Hongkong—the chance, probably, that Europeans here do relatively more riding and less walking than at home. Where the difficulty comes in of painting up notices in Chinese warning offenders that dropping such articles—or spitting!—on our pavements will be visited with a sharp fine, we cannot conceive. But perhaps we shall have to wait till some member of the Government slips up and breaks a limb before the affair is attended to.

The Builders' Coolies Again.

Talking of Garden Road reminds us that that much-used thoroughfare is at present pretty well in the possession of cooliedom, for, now that the Helena May Institute is in building, there is an unending procession, all day, of men and women carrying stone, sand, bricks etc. up the road. That is unavoidable; but why do the police allow the coolies to walk three, four and five abreast, in such a manner that it is difficult for any foot-passenger to pass them without the risk of soiling his or her clothes, or occasionally getting a jab in the eye from a bamboo? In most towns where coolie labour is employed largely, the bearers of burdens are usually expected to walk in Indian file. If our local coolies were requested to proceed in this fashion—or, at most, two abreast—there would be room for everybody and the likelihood of discomfort or accident would be minimised. We are well aware that the police here labour under many difficulties and disadvantages, and we do not expect impossibilities of them; but having regard to the fact that Garden Road is so extensively used, morning, noon and night, by Britishers—many of them ladies—we think we are not asking too much in suggesting that means should be taken to make the thoroughfare a little more passable.

DAY BY DAY.

HE WHO GIVES PLEASURE MEETS WITH IT; KINDNESS IS THE BOND OF FRIENDSHIP, AND THE BOOK OF LOVE, HE WHO SOWS NOT, REAPS NOT.

The Weather.

Lower level 8 a.m. Temp. 60; clear.
At the Peak 8 a.m. Temp. 53; clear.

Count the Columns.

On Saturday the *Telegraph* published 42 columns of solid reading matter. To-day there will be 32 published.

The Mails.

Siberian Mail—Closes per a.s. Tenyo Maru to-morrow at 11 a.m.

The Dollar.

The rate of the dollar on demand to-day is 1s 9.3-16d.

Up to the Minute—Share Market News.

Closing prices:—
Banks \$800.
Steamboats, \$24.
Aumpreys Estates \$8.

Returned.

Mr. E. A. Irving, Mr. David Wood and Mr. and Mrs. Jackson returned from Rome by the *Sawa Maru* yesterday.

To Consignees.

Consignees of cargo by the *Shinyo Maru* are reminded that goods remaining undelivered after to-morrow will be subject to rent.

Catholic Bishop at Kowloon.

His Lordship Bishop Pozzoni was present at the Church of the Holy Rosary, Kowloon, this morning.

Sailings.

The local agents of the *Apoc Line*, Messrs. David Sassoon and Co., Ltd., will despatch the s.s. *Idola* for Shanghai, Yokohama, Kobe and Moji on the 16th inst. and the s.s. *Umaria*, for the same ports, on the 22nd inst.

Bijou Theatre.

The Bijou Theatre's new programme is of a very interesting nature for, in addition to the war pictures, there is a powerful film drama in two parts entitled "The Plaything of an Hour." Miss May Clarke was in excellent voice last night, singing with her customary taste and expression. It is a matter for regret that her engagement is drawing to a close.

Victoria Theatre.

The big picture at the Victoria this week and is "The Great Sinner," in which a wife's futile efforts to save a graceless husband's honour are portrayed. The heroine's part is a marvel of acting, and the film is one that everyone should see. There are also some excellent comedies in the bill, and the war pictures, which are better than ever, include another series of "Wireless from the War."

THE OPERA SEASON.

The Italian Opera Company gave two performances at the Theatre Royal on Saturday, and each drew very large crowds, who were delighted with the work of the artistes. The matinee performance of "Il Trovatore" was a great success, whilst the production of "Carmen" at night was another triumph for the Company. In this famous opera Mlle. Gonsalez had the leading role and she sang and acted with wonderful effect. The other characters were also very ably taken, and the whole performance was immensely enjoyed.

To-night the extended season begins, that extremely dainty opera, "Mignon," being billed. There should be a continuation of the crowded houses during this week, when the community is in holiday mood.

NOTES ON THE CRISIS.

THE SINKING OF MERCHANTMEN.

What Will Norway Say About It?

The commencement of the German tactics of frightfulness has taken place according to their prearranged programme and up to the present they have succeeded in sinking one British and one Norwegian steamer, while the *Karlsruhe* has also succeeded in bogging another Norwegian boat. In view of the determined stand of the Scandinavian monarchs for neutrality, it is difficult to say what the effect of these two outrages upon Norwegian ships will have upon Norway. It may be that Norway will demand instant reparation and it is quite conceivable that Germany will at once grant it, for it is hardly likely that Germany will contemplate for one instant the addition of a further country to the large list of enemies who are at present honouring her with their attentions. The loss of the British ships is of small significance compared with the enormous political questions that are bound to arise in the near future thought of course Germany may reckon little of that. She indeed appears to be like the small boy who, having got into hot water, said:— "I don't care for the row that I got in."

I don't care for father nor mother.
I don't care for the clerk nor the parson.
I don't care for one nor the other.

Whether the high and mighty Treaty-breakers will be forced to sit up and take notice is a question which the neutral countries will have to decide for themselves, but Germany certainly looks as if she is biting the hand that feeds her at present. There is one ray of sunshine in the matter as far as England is concerned, and that is that the importation of contraband goods into Germany through contiguous neutrals will probably come to an abrupt stop if this sort of thing continues.

The advent of the *Karlsruhe* into active commerce destruction after a long period of quietness only serves to show how easy it is for one vessel to remain in hiding on the high seas. At the same time, it provides food for thought and thankfulness that Admiral Sturdee was so fortunate to account for the German Fleet off the Falklands in the short time he did. The difficulty of finding an isolated ship in any of the oceans of the world has been so clearly demonstrated that the element of luck in meeting with the enemy at any time seems to be more than fully driven home. Fortunately the damage done to British shipping is not so great that there is any call for alarm, and we are still a long way from passing the margin that other war have told us to expect in the way of losses to our mercantile marine.

The determined attempt on the Dardanelles by the Allied combined fleets marks the start of a new phase of naval tactics in the Mediterranean Sea. The importance to the Allies of obtaining a free passage of the Dardanelles is becoming more and more apparent and the passing of this roadway into their hands should mark the commencement of a new phase of tactics in the Eastern front of the theatre of war. It should also lead to the fall of Constantinople and with it the complete demoralisation of the Turkish fighting forces. It is not that they are likely to give any great amount of trouble at any time but their elimination will tend to give the Germans the greatest setback of the year and will free the various commanders from the arduous task of keeping watch over a very extended sphere of operations.

The fall of the Dardanelles marks the opening of a passage into the Black Sea and the fall of Constantinople will be another milestone to mark the progress towards the end. It is of more than passing interest to Hongkong folk to know that the good ship *Triumph*, which had a hand in the fall of Teingtan, has added her record by taking part in this latest naval venture.

CORRESPONDENCE.

(The opinions expressed by the correspondents are not necessarily those of the "Hongkong Telegraph.")

G. B. S. AND MR. WELLS.

(To the Editor of the *Hongkong Telegraph*.)

Sir,—It is, as you say, always diverting to watch the breaking away of discipline from teacher, for not only do they, in the great majority of cases, lose their tempers with each other, but it also shows a hopeful sign of individuality on the part of the disciple, and is probably very good for the teacher. In the case you draw attention to, however, we can rest assured that G.B.S. finds it every bit as diverting as we do, probably more so.

It appears that Mr. Wells is dreadfully angry, which is always diverting, he is even so angry that he falls back upon that antediluvian method of attack, which consists of telling your adversary that he is, not original, and then discreetly changing the subject, or the course of the abuse.

The question of the originality of thought is so vast, and so very much "Wroppered in mystery," that one might waste many columns of your valuable space without making much progress towards the elucidation thereof. Does one add a brick, or build anew with old bricks, or both? If only I had had a decent education, instead of having been sacrificed at the tender age of 15, upon the Altar of Man's primal instinct to slaughter, I could probably, were it worth the trouble, point out that none of Mr. Wells' thought is original, as it is, though I never but except on certainties, I am quite willing to bet that if any of it is original the original portion could quite easily be stated upon one sheet of foolscap, leaving plenty of room for marginal notes.

Again, if I liked to stand upon the pedestal of Supreme Knowledge, and thence pour forth my polemical vials upon Mr. Wells' head, I could say that he was an awful proof of the stagnation of English thought, since all men appear to admire his writings, which are nothing more nor less than the pitiful attempt of a plebeian mind to grapple with aristocratic problems and if I said it loud enough, and looked wise enough, and happened to occupy a chair in some University or a stall in some Cathedral, I should doubtless make a great impression. Nobody would be any the wiser, but a lot of dear souls would be angry, and a lot of dear souls would be pleased, and in fact we should all be happy, because, after all, being angry is rather like sneezing. Isn't it, Mr. Editor?

Polemics are quite useless when directed against anything which does not suffer from stagnation, such as politicians or priests, and I can imagine few things less likely to succeed against G.B.S. whose strength lies in the fact that he can see about six times as many sides to a question as anybody else, and sees them in a humorous light, a fact which he cannot fail to be aware of by now.

G.B.S. is an iconoclast pure and simple. The spade and hammer work that he has done in the field of English mentality, and the temples of English self-satisfaction and smugness, will prove of incalculable value to the builder who doubtless will appear in due time.

I grant that it would have been wiser had he waited until the war was over before expressing his opinions, but the howl of execration and indignation with which his opinions have been greeted, shows that there may quite possibly have been some truth in them. We can forgive a man who tells lies about us, it only serves to add to our ostensible virtues (and also perhaps to our income if the jury is sufficiently moral), but when he tells the truth about us, then the best plan is to murder him. The worst that can be said against G.B.S. is that he dislikes fat, normal self-satisfied, porcine Englishmen and women, and takes a supreme pleasure in sticking pins into them. Or, to be more accurate, he does not dislike them; he dislikes the above-named qualities as exemplified in them.

JOTTINGS BY THE WAY.

We knew that there were Jews in the Highland regiments, but we were not aware, till so informed by a contemporary, that the 27th and 28th battalions from India included Princess Patricia's Regiment of Canadians.

It's a good wind that blows nobody any ill. Since the Italian Opera Company started to perform at the Theatre Royal, half the pianos in the Colony are busy nightly on Verdi. Worse still, we passed a house the other evening wherein someone was playing "La Donna e mobile" on a harmonium! We are only waiting now to hear the Hallelujah Chorus on a Shek Tong Sai band.

Up to the moment no one has written to complain that, in our Saturday's issue, we printed rather a glaring misquotation of Scripture. Is it the *Telegraph* or the Bible that Hongkong people fail to read closely?

The request for mouth-organs for the troops at the Front seems to imply that Tommy is bent on punishing Germany with her own instruments of torture.

The latest product of Harvard University is an educated worm, and its name is "One-eyed Pete." He thinks like a human being, observes an American paper—but without mentioning what particular human being. While our contemporary continues to leave us in this state of uncertainty, we naturally hesitate to congratulate the worm.

Of course it is an understood thing that the P.W.D. lays a new road down solely for the pleasure of being able to look forward to tearing it up again at an inconvenient season; and Hongkong usually boasts of never being surprised at anything which that branch of the Government may elect to do. However, we think a few people were taken off their guard yesterday when, on returning from church down Battery Path, they found the P.W.D.'s tar engine in full smoke and the coolies sweeping up clouds of dust at the top of Leaden Street. The P.W.D. should notify these unexpected little jaunts, if only to give people an excuse for staying away from church on Sundays when there is a tar-engine and broom parade on.

We understand that the Indian policemen who slipped on a piece of orange-peel in Garden Road and had consequently to be taken to hospital, without wishing harm to any individual, hopes that, by the time he comes out, the Sanitary Board and the Police will have settled it between themselves as to whose duty it is to see that fruit refuse is not thrown broadcast about our streets.

Explorers tell us that the Hongkong theatre is the only one in the world which has an unspanned gully in front of it. They also consider that the fact that more people are not thrown out of their rickshaws in crossing it at once stamps the Hongkong ricksha coolie as a being of a higher type than his brethren elsewhere.

Mr. Winston Churchill is represented as saying that the Admiralty welcomed the advice of business men "when it was helpful." Just so. Tips from copper kings not wanted just now.

The winged god (we quote from the *Home* hapenny press—we really mean *Love*) spares none. Even the old gentleman of eighty, whom the C.J. sentenced to seven years' last week for murder, had a sweetheart, bless him.

and there is ever a kindly, if concealed, twinkle in his eye while he is pin-sticking. And can you deny, Mr. Editor, that it is fun to watch them jump? Just think how lonely and bored you would be without the P.W.D. I should very much doubt if G.B.S. ever lost his temper. His sense of humour is strong, but it does seem a little sad that Mr. Wells did not learn this useful little trait from his teacher before breaking away from him.

Yours etc. HARRIS.

Hongkong, F. 20, 915.

JOCKEY CLUB RACES.

1915 MEETING OPENS UNDER EXCELLENT CONDITIONS.

A BIG ATTENDANCE.

First Day's Events.

Race Week opened at Happy Valley under the happiest possible conditions to-day, with every promise of a most successful Meeting. At one time there was a fear that the conditions brought about by the war might cause a break in a long succession of annual gatherings, but the decision of the Jockey Club officials to provide "sport as usual" was one which fell in thoroughly with the wishes of all sections of the community. If the regular racing fixtures can be observed at Home, where the effects of the European crisis are much more felt than happily they are in this far-distant outpost of the Empire, there is surely no sound reason why Hongkong should forego its annual gala week. That is the commonsense attitude, and we may take it that that is the light in which the Race officials and the general public view the matter.

The Meeting opened with all the customary characteristics which mark the advent of what is the biggest and most important social event of the year in the Colony. Much care and attention had been bestowed on the various stands which find a place in the Racecourse buildings. Plants, palms and profuse displays of flags and bunting had been happily arranged, and the result was a scene of striking colour effects which gave the buildings a truly gala appearance. There was also the usual array of booths, all gay and bright in their characteristic garb.

In point of entries, there is this year a falling-off compared with the last Meeting, but this fact in no wise diminishes interest or keenness in the gathering. The usual stables are well represented, owners are very well satisfied with their animals, and there is, happily, no dearth of jockeys, most of the well-known riders being available. In all there are 88 ponies entered. Mr. Ellis Kadoorie and Mr. John Peel have a string of 14 each, Sir Paul is represented by 11, and next comes His Excellency the Governor, who this year has taken the stable name of "Mr. Tierce," and who has six mounts running. Dr. Forsyth owns four and Mr. Ezra makes his debut here with a like number, while Mr. Bratton has entered a trio. Though he is represented in the entries, the familiar figure of Mr. H. P. White is absent this year, while Mr. Soares, who did so well last year, is not among this year's owners. Here it may be mentioned that for Sir Paul Chater, the doyen of owners, and without whom no Race Meeting in Hongkong would be complete; this year marks the fiftieth year in succession of his attendance. Another familiar figure on the course is that of Mr. T. F. Hough, who once again donned the red coat and top-hat and was always to be seen where the work was hardest. The programme follows the same lines as last year, save that on the second day the Subscription Griffin's Challenge Cup replaces the German Cup.

The morning broke fine and clear and gave every promise of a delightfully fine day. Early on, the sun shone fitfully and its rays served to temper the cold

breeze which blew practically dead across the course. The turf was in very fine condition and greatly favoured speed. A stroll through the stables at about half past ten gave an impression of a Gymkhana rather than the great annual event. At about 11 o'clock, however, there was a somewhat rapid transformation from a sleepy tendency to one of almost indescribable activity. Mr. Ellis Kadoorie was very early in attendance and was holding a conversation with Mr. Heard. Mr. T. F. Hough bustled about with the activity of youth, attending to his numerous duties and answering a thousand and one questions. He shared with Sir Paul Chater a long and unbroken record of attendance, and though quite small in comparison with the enthusiastic and successful owner Sir Paul, his period of attendance is one that very few can boast of. For a quarter of a century he has been a familiar figure at sporting events and in that period has never missed the big racing event.

The re-arrangement of the buildings and the conveniences generally greatly impressed the public. It was, perhaps, in the extensive provision in connection with the betting booths that the great alteration was most noticeable. To the owners and jockeys the excellent accommodation for dressing, weighing and toilet was thoroughly appreciated.

Music was supplied by the band of the 74th Punjab, under Bandmaster J. W. Christian, and their selections were greatly enjoyed. The day's programme is as follows:—

Morning.
March, "To the Front," Hume.
Overture, "The Bohemian Girl," Balfe.
Two Step, "Popsy Wopsy," Hume.
Selection, "The Mikado," Sullivan.
Intermezzo, "Golden Twilight," Robinson.
Selection, "The Cinema Star," Gilbert.
Valse, "Smiles then Kisses," Aniciffa.
Two Step, "On the Mississippi," Douglas.

Afternoon.
March, "Colonel Bogey," Alford.
Overture, "Juana," Sappe.
Gavotte, "Enrico," Perone.
Selection, "Faust," Gounod.
Serenade, "Pleasant Land," Strauss.
Valse, "The Star," Godin.
Selection, "Pantomime Plates," Pether.
Two Step, "Robert the Devil," Potter.

There was quite a fair attendance when the first field was despatched, and as the morning wore on, more and more motorists and rickshaws poured a steady stream of patrons into the enclosures, booths and the centre of the valley. The police arrangements were under the control of Chief Inspector Gourlay, assisted by Inspector Gordon, and the Force handled the traffic in a manner born of long experience. The Tramway Company ran special services of cars to cope with the crowds, Mr. J. Stodart Kennedy and Mr. A. Course being busily engaged in superintending matters.

His Excellency the Governor arrived on the scene at 11.20 o'clock, being accompanied by Lady May and Miss May, the party being received by Mr. Hough and Sir Paul Chater.

This year there is in the management of the Jockey Club has not of the betting. It was able initiation, too, that payment made under the time should be over a year represented the majority of the public investment, other hard lines, however, who thought they played knowledge in sale third pony for a place, and being only \$5.70.

The first jockey in was Mr. Pope, who was Dr. Forsyth's which, by the way, was among the military section, and was not justifying, however, as he was rather bad second.

There were eight out for the initial event, and the honour of the first win fell to a, who had an armchair, on Jed. Class and jockeys and the record for the shared by Hard Times and Invicta (1911) and notably have been best of equaled. As it was, however, ham is certainly less of a crack pony in which has lived up to its transformation.

Sir Paul registered win in the second race, securing the verdict of Majestic Dalia by very close. At one time it looked for Wamphray, but he had the final say in the Telegraph program during the training. Gamester showed unfortunate weakness we used in ability to stay.

The popular President, last year's champion, a neglected quantity, was, but he secured the first for Mr. John Peel, in the event, racing in good style, and quite small in comparison with the enthusiastic and successful owner Sir Paul, his period of attendance is one that very few can boast of. For a quarter of a century he has been a familiar figure at sporting events and in that period has never missed the big racing event.

Amongst those to be noticed present were: E. the Governor and Lady May, H. E. Major General Mrs. Kelly, Sir William Davies, Mr. and Mrs. J. Stabb, Mr. W. Patterson, the Hon. Mr. Claud Severn, Dr. F. H. Dr. H. Harrison, Mr. J. S. Harrison, Mr. U. M. Soares, Mr. and Mrs. H. Robertson, Mr. Ellis Kadoorie, Mr. H. W. B. Mr. H. A. Nibbet, Mr. O. P. P. Sir O. P. and Lady Chater, E. J. Grist, Mr. O. D. Melbourn, Lt. Norrington, Preston, Commodore and A. Anstruther, Mr. MacNeill, Col. Capt. Throckmole, Mr. Cunningham, Mr. F. M. and Assistant Paymaster and Mr. Davis, Mr. W. A. Downey, Mr. M. Dyer, Mr. H. A. and Miss Addock, the Hon. Mr. D. L. and Mr. H. Humphreys, Messrs. J. K. Ho Kom-tong, Ho Kwong, Cheung-sui, and the Hon. M. Lau-uh-pak.

The guests are as follows:—
Stewards.—His Excellency Sir E. H. May, K.C.M.G., His Excellency Vice-Admiral Sir T. H. M. M. R. N., K.C.B., His Excellency Maj. Genl. F. H. Kelly O.B., Commodore R. H. Anstruther, R.N., O.M.G., the Hon. Mr. Claud Severn, the Hon. Sir Paul Chater, Kt., O.M.G., His Honour Sir W. Deas Davies, Kt. G. K. Hall Bratton, Mr. O. F. Cunningham, Lieut. Col. W. H. H. O.B.A., Mr. H. J. Gage, Mr. Henry Humphreys, the Hon. Mr. David Landale, Mr. G. H. Potts, Mr. N. J. Stabb.

Stewards in Charge of the Sale.—The Hon. Mr. D. Landale, and Mr. U. O. F. Cunningham. Handicappers.—Mr. D. M. Ross, and Mr. F. Marshall. Judge.—Major-General F. H. Kelly, O.B. Assistant Judge.—Mr. G. H. Potts.

Paddock.—Lieut. Col. H. W. H. O.B.A.

(Continued on Extra.)

DAIRY FARM NEWS.

REDUCTION IN PRICES

FROM 22ND FEBRUARY.

WE ARE PLEASED TO ANNOUNCE THAT WE HAVE REDUCED OUR PRICES OF:

LOCAL MEATS

AND

OWN FED POULTRY.

NEW PRICE LISTS DATED 20th FEBRUARY 1915 CAN BE HAD ON APPLICATION.

TO-DAY'S ADVERTISEMENT.

THEATRE ROYAL.

FOR TWELVE NIGHTS ONLY!

COMMENCING MONDAY, 1st MARCH.

HENRY DALLAS

PRESENTS

R. B. SALISBURY'S COMPANY

THE QUANTS

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PIERROT LAND.

(Direct from WYNDHAM'S THEATRE, LONDON.) Written and produced by R. B. SALISBURY.

Music by DICK EWLETT and GEORGE BUCHANAN.

Plan now open at MOUTRIE'S

Prices: \$3.00, \$2.00 & \$1.00

ALLEGED THEFT.

This morning the Police Court, before Mr. J. Wood, Lily Dudley, of Lyndal Terrace, charged a boy with the theft of \$120. The case for prosecution was that the defendant was entrusted with a cheque for the amount, to go to the bank and get it cashed. The defendant went but did not return. He came back to the house later in the day, and when asked for the money ran away, taking to the house in the evening the worse for drink.

SILIMPONG COAL BUNKERS

can be supplied at rats at SANDAKAN & EBBATTIK (British North Borneo). At these ports others calling for bunker coal exclusively are exempt from all piling dues and charges.

BUNE.

TO-DAY'S ADVERTISEMENT.

PACIFIC MAIL STEAMSHIP COMPANY

From SAN FRANCISCO, JAPAN PORTS AND NLLA.

S.S. "PEA"

The above named vessel having arrived, consignees of cargo are hereby notified to send in their bills of lading for countersignature and immediate delivery of cargo alongside. Cargo impeding barge will be landed immediately at consignees' risk and expense. Cargo remaining on board February 24th at noon will be subject to landing charges and undelivered February 27th at 5 p.m. will be subject to landing and storage charges.

No Fire Insurance whatever will be effected. All cargo and/or damaged cargo will be examined at the above Cor's godown February 27th at 10 a.m. No claim will be entertained unless accompanied by short delivery note or exceptions taken at the time of delivery to consignees and for and on behalf of the Pacific S.S. Co. All claims must be filed on or before March 1st 1915, otherwise they will not be recognized.

MOBTON, Agent.
Hongkong, 22nd February, 1915.

TO-DAY'S ADVERTISEMENTS.

TO LET.

TO LET.—From 1st of March. Ground Floor and First Floor of 49 Pottinger Street, near central Police station.—Apply Within.

NIPPON YUSEN KAISHA. NOTICE TO CONSIGNEES. From EUROPE, COLOMBO and STRAITS. THE Company's Steamship

"SUWA MARU,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf & Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before noon, today.

Goods not cleared by the 28th February, will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour on Tuesday & Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA. Agents,
Hongkong, 22nd February, 1915.

ST. DAVID'S DAY.

MONDAY, MARCH 1st.

In honour of St. David it has been decided to hold a CONVERSATION in the Hongkong Hotel, from 7.30 p.m. to 12, on Monday next. All Welsh people are invited to write to W. T. EDWARDS, Hon. Sec. & Treasurer, P.W.D., Hongkong.

WANTED.

WANTED.—Piano Second-hand. Must be cheap. State price and maker's name to "MUSIC," c/o "Hongkong Telegraph."

MACKINTOSH & CO. Telephone No. 29. MEN'S WEAR SPECIALISTS.

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NEW GOODS FOR THE RACES.

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NOW SHOWING

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NEW HIGH CLASS SUITINGS.

FIT AND STYLE GUARANTEED.

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Watchmakers. Fancy Goods. Diamond Merchants.

Grand Assortment of

BINOCULARS & STOP WATCHES.

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ITALIAN GRAND OPERA

DOUBLE DISC RECORDS.

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"KING GEORGE IV"

Scotch Whisky

Its world-wide popularity is due to its mature ripeness, soft refinement, and exquisite flavour.

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Largest Scotch Whisky Distillers in the World.

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32, Water Street. MANILA: Manila Hotel.

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ORIENTAL LINE

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SAILING (SUBJECT TO ALTERATION).

Steamers.	Arrive Hongkong from Australia.	Sail Hongkong for Australia.
CHANGSHA	25th Mar.	6th April.

These steamers are fitted with Refrigerating machinery, ensuring
a plentiful supply of ice, fresh provisions etc., and have superior
accommodation with Electric Light throughout and Electric Fans in
the State-rooms. A duly qualified Doctor is carried. Reduced Fares.
Cargo booked through for all Australian, New Zealand and Tas-
manian ports.

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APCAR LINE.

Regular Service Between

CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.

EASTWARD.

The S.S. "Hola," tons 5,257, Capt. Butler, will be despatched
for Shanghai, Yokohama, Kobe and Moji on the 16th Mar.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, Feb. 22, 1915.

Agents.

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RIVER STEAMERS.

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STEAMBOAT Co., Ltd. and CHINA NAVIGATION Co., Ltd.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

MONDAY, 22nd FEBRUARY.

5.30 p.m. Kinshan. 5.00 p.m. Fatshan.

TUESDAY, 23rd FEBRUARY.

8.00 a.m. Honam. 8.00 a.m. Heungshan.

5.30 p.m. Fatshan. 5.00 p.m. Kinshan.

Single Fare by Night Steamer.....	\$ 5.00
Return Fare by Night (available also for Return by day Steamer).....	10.00
Single Fare by Day Steamer.....	4.00
Return Fare by Day Steamer.....	8.00

HONGKONG-MACAO LINE.

s.s. Sul Tai, tons 1,651 | s.s. Tai Shan, tons 2,006

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Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok
Street Wharf. Sundays at 8 a.m. and 1 p.m. from the Company's
Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 8 a.m. & 2 p.m. Sundays at 8 a.m. & 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 28th FEBRUARY.

The Company's new Steamship **TAISHAN**
will depart from the COMPANY'S WING LOK STREET WHARF
at 8 a.m. and return from Macao at 2 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday at 8
a.m. and from Hongkong at 1 p.m. from the Company's Wing Lok Street Wharf.
REDUCED FARES 2nd CLASS and DECK.

CANTON-MACAO LINE.

s.s. Sul An.

Departures from Macao to Canton on Monday, Wednesday and Friday at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday at 4.30 p.m.

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s.s. Sainan, 588 tons and s.s. Nanning, 469 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednes-
day and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the
same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to
Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUI.
These vessels have superior Cabin accommodation and are lighted throughout by
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Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

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THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Subject to Alteration

Destination.	Steamers.	Sailing Date
MARSEILLES AND LONDON, via Singapore, Penang, Colombo, Suez & Port Said	Kashima Maru Capt. Yagi T. 12,000 Mishima Maru Capt. Wada T. 16,000	{THURS., 25th Feb. at noon. {THURS., 11th Mar. at noon.

VICTORIA, B.O. and SEATTLE via Shanghai, Moji, Kobe, Yokohama, and Yokohama	Yokohama Maru Capt. Komatsu T. 12,500 Awa Maru Capt. Hori T. 13,500	{TUES., 23rd Feb. at noon. {MON., 1st Mar. at noon.
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SYDNEY & MEL- BOURNE, via Manila, Thura- day Island, Townsville and Brisbane	Tango Maru Capt. Soyeda T. 13,500 Nikko Maru Capt. Takeda T. 9,600	{TUES., 16th Mar. at 4 p.m. {FRI., 9th Apr. at 4 p.m.
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CALCUTTA via Singapore, Penang and Rangoon	Colombo Maru Capt. Sakamoto T. 12,000	{TUES., 23rd Feb.
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BOMBAY via Singa- pore and Colombo.		
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SHANGHAI, Kobe, & Yokohama	Nikko Maru Capt. Takeda T. 9,600	{MON., 15th Mar. at 10 a.m.
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Kobe & Yokohama	Suwa Maru Capt. Mural T. 20,000	{TUES., 23rd Feb. at 11 a.m.
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{Fitted wireless telegraphy.

{Terminus Yokohama

PASSENGER SEASON FOR 1915

FOR EUROPE.

Steamers.	Displacement.	Leave Hongkong.
Kashima Maru	20,000 tons	Thursday 25 February
Mishima	16,000 "	" 11 March
Suwa	25,000 "	" 25 March
Atsuta	16,000 "	" 8 April
Yasaka	25,000 "	" 22 April
Miyasaki	16,000 "	" 6 May
Kitano	16,000 "	" 20 May
Fushima	25,000 "	" 3 June

FOR AMERICA.

Yokohama Maru	12,500 tons	Tuesday 23rd February
Awa	12,500 "	" 9th March
Shidzuoka	12,500 "	" 23rd March
Tamba	12,500 "	" 6th April
Aki	12,500 "	" 20th April
Sado	12,500 "	" 4th May

*Terminus Yokohama

For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamers.	Tel.
MANILA, CEBU & ILOILO	Sungkiang	23rd Feb. p.m.
SHANGHAI	Kanchow	25th Feb. p.m.
SHANGHAI	Luchow	26th Feb. p.m.
MANILA, CEBU & ILOILO	Teian	2nd Mar. p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Wk.

"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinhu," "ming,"
and "Teian." Excellent saloon accommodation amidships, electric
fans fitted; extra staterooms on deck aft on "Taming" "Teian."

SHANGHAI LINE.—The Twin Screw steamers "Shui"
and "Chenan" and the S.S. "Kanchow," "Luchow,"
"Luchow" and "Yingchow" having excellent accommodation,
with Electric Light throughout and Electric Fan the
State-rooms and Dining Saloon, maintain a fast schedule
between Canton, Hongkong and Shanghai, leaving Hongkong
for Shanghai direct every Tuesday, Thursday and Sunday, taking
Cargo on through Bills of Lading to all Yangtze and other
China Ports.

These steamers land passengers in Shanghai, at the
inconvenience of trans-shipment at Woosung.

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Telephone No. 36.

Hongkong 22nd Feb., 1915.

SHIPPING

VA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between

VA, CHINA and JAPAN.

From	Expected on or about	For	Will leave on or about
Tilhat VA	1st half Mar.	JAPAN	1st half Mar.
Tilhat VA	1st half Mar.	JAPAN	1st half Mar.
Tilhat VA	1st half Mar.	S' HAI	1st half Mar.
Tilhat VA	1st half Mar.	JAPAN	2nd half Mar.
Tilhat VA	2nd half Mar.	S' HAI	2nd half Mar.
Tilhat VA	2nd half Mar.	JAPAN	2nd half Mar.
Tilhat VA	2nd half Apr.	JAPAN	2nd half Apr.
Tilhat VA	2nd half Apr.	S' HAI	2nd half Apr.

These are all fitted throughout with electric light and
have accommodation for a limited number of saloon-passengers. All
steamer duly qualified surgeon. Cargo taken at through
rates to in Netherlands-India and Australia.

For Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.
York Building.
Telephone 74

TO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA
JAPAN AND HONOLULU.

Sailings	Displacement	Leaves Hongkong
Shinyo Ma	22,000 - 21 knots	Tuesday, 13rd February.
Chiyo Ma	22,000 - 21 knots	" 23rd March.
Tenyo Ma	22,000 - 21 knots	" 13th April.
Nippon Ma	11,000 - 18 knots	" 27th April.

Steamers leave at noon.

Steamers leave at 10.30 a.m.

First Old London.....\$271.10. Return (6 months) \$120.

First Old New York.....\$260.

San Francisco \$45.

Passengers having Trans-Pacific Return tickets have the option of
returning from Hongkong by steamers of the Pacific Mail S.S. Co., or from
Vancouver by the Canadian Pacific Railway Co.

Special rates for NAVAL & MILITARY, CIVIL SERVANTS, MISSION-
ARIES etc.

ROUND WORLD Tickets issued in Connection with all the Principal
Mail lines and the Siberian Railway.

Passenger travel by Railway between ports of call in Japan free of
charge.

Via JAPAN, HONOLULU, HILO, LOS ANGELES, MANZANILLO

SALINA CRUZ, LA OLLA, IQUIQUE and VALPARAISO. THENCE
BY TRANS-AMERICA TO BUENOS AIRES, ETC.

Anyo Maru 18,500 - 15 knots Wednesday, 10th March

For Full Particulars, Passage & Freight, apply to

K. DOI, Acting Agent.

KING'S BUILDINGS.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

MAINSERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Aldenhams		24th Feb. at 11 a.m.
St. Albans	20th Feb.	12th March.

The above Steamers fitted with Refrigerating Machinery, ensuring
a plentiful supply of ice, fresh provisions, etc., and are
lighted throughout with electricity. All State-Rooms have Electric
Fans. A duly qualified doctor and Stewardess are carried.

For further particulars apply to

Gibb, Livingston & Co.

Agents.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and most Luxurious Steamers on the
Coast, having splendid Accommodation for First-Class Passengers,
Electric Light, Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Hailan	J. W. Evans	TUE, 23rd Feb. at 1 p.m.
Hailan	A. E. Hodgins	FRI, 26th Feb. at 1 p.m.
Hailan	W. O. Passmore	TUE, 2nd Mar. at 1 p.m.

FOR SWATOW.

Hailan..... | A. H. Stewart... | WED., 24th Feb. at 1 p.m.

Steamers will arrive at and depart from the Co.'s Wharf near

Blake Pier.

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

LOG BOOK.

Shipping in 1914.

The following is the half-yearly
circular issued by Messrs. H. E.
Moss and Co., of Liverpool,
London, and Newcastle-on-Tyne:
When we issued our last semi-
annual steamship circular, on
July 1, 1914, few shipowners or
others contemplated we were on
the eve of the greatest crisis the
world has ever seen, yet apparent-
ly, in diplomatic circles it was not
entirely unexpected. Neverthe-
less, what has happened occurred
at the psychological moment, and
we have much to be thankful for.
The outbreak of hostilities com-
ing so suddenly, a world-wide
financial panic was averted by the
prompt action of our Government,
to whose foresight and
promptitude we owe so much.
Then, the shipping insurance
scheme so quickly inaugurated
inspired all shipowners with
confidence. We must not,
however, forget how much we are
indebted to our Admiralty,
who have done their part
so quietly and so thoroughly.
With so much uncertainty exist-
ing in August, a slump in freights
and value of steamers naturally
occurred, and for two months it
was scarcely possible to obtain a
bid, and prices for building were
practically as low as they have
been for a long time past. Since
then, however, there has been a
very great change. Most of the
shipyards are full to overflowing,
freights have advanced in many
instances over 100 per cent., and
those shipowners whose steamers
are not tied up are reaping pro-
fits never before experienced.
What everyone connected with
shipping now asks, is: "How
long will this war last? and
what will be the result after-
wards?" To the latter question
our opinion is there may be at
first a set-back, but not long
afterwards steamship owners in
general will be benefited. At
the present moment most of
our shipyards have sufficient
orders to last them well into 1916,
and few builders can give earlier
delivery. Prices for building
have advanced in six months
from 10 to 20 per cent., and what
new steamers were building on
speculation have been nearly all
disposed of. Second-hand ton-
nage is difficult to obtain except
at extreme prices, and large
profits have been quickly realised.
The amount of tonnage under
construction on January 1, 1915,
will, we anticipate, be greater
than it has ever been before, and
well above 2,000,000 tons. Our
Board of Trade returns, notwith-
standing the terrible ordeal
through which we are passing,
are steadily increasing, which
bids well for the future, and is a
sure indication that every Briton
is convinced of the only way this
lamentable war can end, cost what
it may and however long it may
last.

Refloating of Vessels at Tagetan.

The work of refloating the
three sunken German vessels,
viz., the Ellen Rickmers, the
Durendart, and the Michael Jeh-
sen, at the entrance to the Main
Harbour of Tientsin is going on
in a big way. The previous report
that the first-mentioned vessel
will be raised about the middle
of this month is confirmed. The
Durendart had her deck and other
equipments on board badly dam-
aged when she blew herself up
and went down. The last-men-
tioned vessel submerged on her
starboard, forming the most dan-
gerous obstruction to shipping.
It is said that the Durendart will
have to be raised in part or she
will have to be dynamited. In
addition to the above, altogether
fifteen vessels, including gun-
boats, tug-boats, mercantile men,
etc., lie scattered on the bottom
of the sea outside the Harbour.
The refloating of these vessels
will prove next to impossible
owing to the swift current and
deep water.

For a good solid meal a la
Carte or Table d'Hôte with
Wines & Liquors of the Best
—ALEXANDRA CAFE

SHIPPING

INDO-CHINA STEAM NAVIGATION CO., LTD.

Projected Sailings from Hongkong.—(Subject to Alteration).

For	Steamship	On
TIENTSIN via Weihaiwei	Cheongshing*	Tues., 23rd Feb. at 4 light
SHANGHAI	Choysang†	Tues., 23rd Feb. at 4 light
S'PORE, Pang & C'outta.	Fooksang*	Wed., 24th Feb. at 3 p.m.
SINGAPORE & Penang.	Onsang	Wed., 24th Feb. at 3 p.m.
Shanghai, Kobe & Moji.	Namsang†	Thurs., 25th Feb. at 4 light
SANDAKAN	Hinsang†	Fri., 26th Feb. at noon
S'PORE & Penang	Chunsang	Fri., 26th Feb. at 3 p.m.
S'PORE, Pang & C'outta.	Laisang*	Sat., 27th Feb. at 3 p.m.
MANILA	Loongsang*	Sat., 27th Feb. at 3 p.m.
Y'HAMA, Kobe & Moji	Kutsang	Wed., 3rd Mar. at noon
MANILA	Yuensang*	Sat., 6th Mar. at 3 p.m.

Return Tours to Japan.

The steamers "Kutsang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Yatsing" and "Kamsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 10 days. These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.
 * Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
 † Taking Cargo on Through Bills of Lading to Yangtze, Peking, Choofoo, Tientsin, Daire, Weihaiwei.
 ‡ Taking cargo on Through Bills of Lading to Kudat, Lahad Datu, Singapore, Tawau, Unkan, Jesselton and Labuan.
 For Freight or Passage.

Apply to JARDINE, MATHESON & CO., LTD.
 Telephone No. 215. General Managers.

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.
 Subject to change without Notice.

"SHIRE" LINE SERVICE—HOMeward.

For	Steamer	Date of Departure
LONDON		
TRANS-PACIFIC "SHIRE" & "GLEN" JOINT SERVICE.		
VICTORIA, VYER, STELL, TACOMA & PLAND.		
For freight and further particulars, apply to		
JARDINE, MATHESON & CO., LD.		
Telephone No. 215 Sub. Ex. No. 9. Agents.		

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN
 Yokohama, Kobe, Hongkong and Rangoon.
 Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at current Rates.
 For Freight and Passage, apply to
 JARDINE, MATHESON & CO., LD.
 Telephone No. 215. Agents.

THE TAIKOO DOCKYARD & ENGINEERING CO. OF HONGKONG, Ltd. TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS, FORGE-MASTERS, BRASS & IRON FOUNDERS, CONSTRUCTIONAL ELECTRICAL & MECHANICAL ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 73' x 38' x 34' 6"
 Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

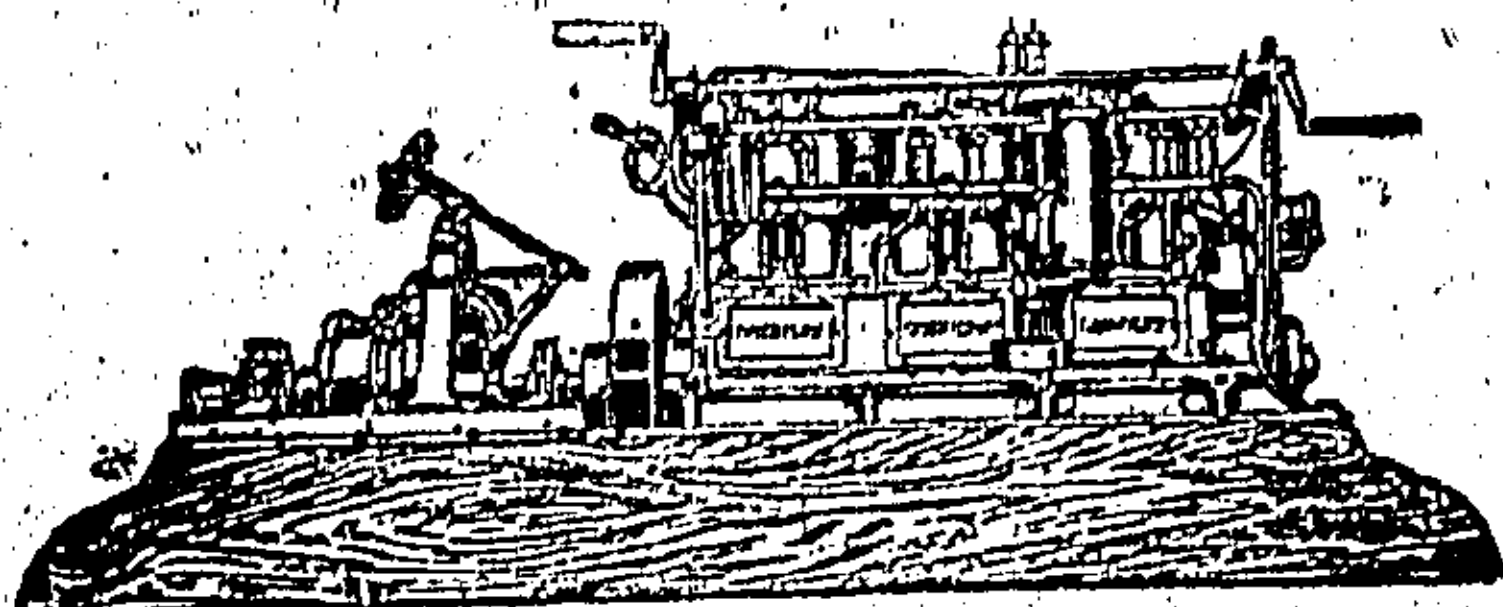
100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-HEAD CRANES throughout the Shops, ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS for: JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2 150 H. P.

As supplied to the British Admiralty & War Office.



C.S. type Motor and Reserve Gear.
 B.H.P. Paraffin 70, Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE CRAFT OF EVERY DESCRIPTION.
 MOTOR PUMPING AND LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager: 11 a.m. to 12 noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA AND JAPAN, AGENTS.

Telegraphic Address: "TAIKOODOCK."

TELEPHONE No. 221.

VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
London via Usual Ports of Call	Malta	P. & O.	26, Feb.
M's, L'don via S'pore etc.	Mishima M.	N. Y. K.	11, Mar.
Marseilles, London & Liverpool	C. of Corinth	B. L. L.	20, Mar.
L'don, S'pore, via P'ang, C'bo, &c.	Namur	P. & O.	31, Mar.

NEW YORK, SAN FRANCISCO AND CANADA.

San F'co via S'hai & Japan &c.	Shinyo M.	T. K. K.	23, Feb.
Victoria, B.C., & S'k'via S'hai &c.	Y'hama M.	N. Y. K.	23, Feb.
Vancouver via S'hai & Japan &c.	Monteagle	C. P. R.	24, Feb.
New York & Boston	Royal P.	B. L. L.	26, Feb.
San Francisco and San Pedro	M. S. Dollar	R. D. Co.	1, Mar.
San F'co via Manila & Japan &c.	Fersia	P. M. Co.	2, Mar.
Mexican, Peruvian and Chile	Anyo M.	T. K. K.	18, Mar.
Ports via Japan	Nippon M.	T. K. K.	27, Apr.
San F'co via M'la & Japan &c.			

AUSTRALIA.

Australian Ports	Aldonham	G. L. Co.	24, Feb.
Australian Ports via Manila	Tango M.	N. Y. K.	16, Mar.

SINGAPORE, COAST PORTS AND JAPAN.

Shanghai, Kobe & Yokohama	Atlantique	M. M.	23, Feb.
Singapore, Penang and Calcutta	Fooksang	J. M. Co.	23, Feb.
Kobe & Yokohama	Suwa M.	N. Y. K.	23, Feb.
Swatow, Amoy & Foochow	Haitan	D. L. Co.	24, Feb.
Singapore & Penang	Onsang	J. M. Co.	24, Feb.
Delage Bay, D'ban, E.L'den &c.	Gujarat	B. L.	24, Feb.
Shanghai	Sardinia	P. & O.	24, Feb.
Singapore & Penang	Chunsang	J. M. Co.	24, Feb.
S'hai, Moji, Kobe and Yokohama	Namur	P. & O.	24, Feb.
Haiphong	Taksang	J. M. Co.	24, Feb.
Singapore, Mauritius & South			
African Ports			
Shanghai	Salamis	B. L. L.	End Feb.
Yokohama, Kobe and Moji	Sardinia	P. & O.	1, Mar.
Nagasaki, Kobe and Yokohama	Kutsang	J. M. Co.	3, Mar.
S'hai, Y'hama, Kobe and Moji	Nikko M.	N. Y. K.	15, Mar.
Shanghai	Itola	D. S. Co.	16, Mar.
Shanghai	Tjipanas	J.O.J. L.	Q. desp.
Shanghai	Tjitaroom	J.O.J. L.	Q. desp.
Shanghai	Tjikembang	J.O.J. L.	Q. desp.
Shanghai	Tjimanook	J.O.J. L.	Q. desp.
Batavia, Cheribon, Samarang, &c.	Tjiki	J.O.J. L.	Q. desp.
Java	Tjiliwong	J.O.J. L.	S. half O.
Japan	Tjibedab	J.O.J. L.	F. half O.

TO SAIL

"INDRA" LINE LIMITED.

FOR NEW YORK VIA PANAMA CANAL.

S.S. "INDRACHIRI"

Will Depart on the 25th February, 1915.

For freight, passage and further particulars, apply to

JARDINE, MATHESON & CO., LTD.

Telephone No. 215, Sub. Ex. 9.

Hongkong, 12th February, 1915.

ELLERMAN LINE.

JAPAN, CHINA & STRAITS
 TO
 MARSEILLES, LONDON & LIVERPOOL.

For Steamer Sails
 MARSEILLES & LONDON..... City of Corinth 10th March.

Subject to change without notice.

For rates of freight and further information apply to

Hongkong, 22nd February, 1915

THE BANK LINE, LTD.
 General Agents.

MOVEMENTS OF STEAMERS.

AMERICAN MAIL.

The P. M. s.s. PERSIA sailed from Yokohama Friday, Feb. 12, via Manila, for Hongkong.

The P. M. s.s. KOREA sailed from Yokohama on Thursday, February 18, via Manila, for Hongkong. The mails have been transferred to the s.s. AWA MARU of the N.Y.K. Line, which is scheduled to arrive at Hongkong on February 28.

MERCHANT STEAMERS.

The T. K. K. s.s. TENYO MARU will next leave for San Francisco, via usual ports, on Tuesday, 13th April, at noon.

The Barber Line s.s. ST. ROBERT left New York for Hongkong via Suez Canal on the 2nd January and is due to arrive here about the beginning of March.

The Barber Line s.s. BOLTON CASTLE for Hongkong via Panama Canal left New York on the 29th January and is therefore due to arrive here about the beginning of April.

The American and Oriental Line s.s. ROYAL PRINCE arrived at Yokohama on the 8th inst. and may be expected at Hongkong on the 23rd inst.

The s.s. ITOLA sailed from Calcutta on the 20th inst. and may be expected here on or about the 11th March.

VESSELS IN PORT.

Steamers.

Yokohama Maru, Jap. s.s. 4,010 S. Koma, 14th inst.—Shanghai, 11th inst. Gen.—N. Y. K.
 Boyarin, Rus. s.s. 935, G. Biding, 14th inst.—Haliphong, 12th inst., Gen.—Chinese.
 Phranang, Br. s.s. 1,103, Flashman, 15th inst.—Shanghai, 13th inst., Gen.—Order.
 Taisang, Br. s.s. 1,544, G. F. Matthews, 16th inst.—Manila, Gen.—J. M. & Co.
 Chunsang, Br. s.s. 1,418, G. J. Matlock, 18th inst.—Java, 6th inst., Sugar—J. M. & Co.
 Daijin Maru, Japanese s.s. 900, 18th inst.—Swatow, 17th inst., Gen.—O. S. K.
 Kaipo Maru, Jap. s.s. 2,032, Y. Yamamoto, 19th inst.—Swatow, 18th inst., Gen.—O. S. K.
 Shengking, Br. s.s. 1,943, Wm. McIntosh, 19th inst.—Swatow, 17th inst., Gen.—B. & S.
 Zaaro, Am. s.s. 2,781, N. T. Venturini, 18th inst.—Saigon, 14th inst., Rice—S. T. & Co.
 Aldenham, Br. s.s. 2,376, G. L. Smith, 19th inst.—Deli, 14th inst., Gen.—G. L. & Co.
 Sungking, Br. s.s. 987, J. Robinson, 19th inst.—Fakhoi, 13th inst., Gen.—B. & S.
 Chingchow, Br. s.s. 1,195, J. Doyle, 15th inst.—Saigon, 13th inst., Rice & Meal—Chinese.
 Hye, Fr. s.s. A. Cornillon, 20th inst.—Kwang-chow-wai, 19th inst., Gen.—A. R. Marty.
 Kalgan, Br. s.s. 1,220, Lavors, 19th inst.—Bangkok, Rice—B. & S.
 Kunchow, Br. s.s. 1,450, R. Martin, 19th inst.—Saigon, 13th inst., Gen.—Chinese.
 Haimun, Br. s.s. 441, Stewart, 20th inst.—Swatow, 19th inst., Gen.—D. L. & Co.

TO SAIL

CANADIAN PACIFIC RAILWAY CO.'S STEAMSHIP LINE.

THE INTERMEDIATE STEAMSHIP

"MONTEAGLE"

WILL SAIL FROM HONGKONG FOR VANCOUVER

Accepting Cargo and Passengers for Canada, the United States, West Indies, London, etc.

24th FEBRUARY & 1st MAY.

Subsequent dates of sailing will be announced later.

Passage Rates:—

VANCOUVER £31; LONDON £43 & £45.

Rates to other points furnished upon application.

For Freight or Passage apply—

D. W. CRADDOCK.

AMERICAN & ORIENTAL LINE.

FOR NEW YORK AND BOSTON, VIA PANAMA

THE Steamship

"ROYAL PRINCE"

Captain Coull, will be despatched as above on Friday, 26th February.

For Freight etc. apply to

THE BANK LINE LIMITED

General Agents.

Hongkong, 23rd January, 1915.

CONSIGNEES

TOYO KISEN KAISHA.

s.s. "SHINYO MARU,"
 From SAN FRANCISCO, via
 HONOLULU, JAPAN PORTS
 and MANILA.

The above named Steamer have arrived. Consignees of cargo are hereby notified to send in their Bills of Lading for counter-signature, and to take immediate delivery of Cargo from alongside. Cargo remaining undelivered on 18th February at noon will be landed at Consignees' risk and expense, and delivery must then be taken from the Company's Godown.

No Fire Insurance whatever will be effected.
 No Claim will be recognised after the Goods have left the Steamer or Godown, and all goods remaining undelivered on the 23rd February, at 5 p.m. will be subject to rent and landing charges.
 All chafed and otherwise damaged Goods are to be left on board or in the Godown and examination of same to be held on 24th Feb. at 10 a.m.

All Claims must be filed on or before 2nd March, otherwise they will not be recognised.

K. DOI,

Actg. Agent.

Hongkong, 16th February, 1915.

CONSIGNEES

MOGUL LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

From GLASGOW, LIVERPOOL and STRAITS.

The Steamship

"LENOX"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th instant will be subject to rent. All claims against the Steamer must be presented to the Under signed on or before the 10th prox. or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst. at 9.30 a.m.

No Fire Insurance has been effected.
 Bills of Lading will be counter-signed by

DODWELL & Co., Ltd.

Agents.

Hongkong, 17th February, 1915.

HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used: A1. A.B.C. Fifth Edition; Engineering, First and Second Editions; Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,

Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained workmen under expert European supervision.

All classes of light Steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:—

NAME OF DOCK OR SLIP	LENGTH ON KEEL IN FEET	ENTRANCE BREADTH	DEPTH OVER KEEL AT ORDINARY SPRING TIDES	DEPTH OVER KEEL AT LOW WATER	AREA OF FLOOR
KOWLOON					
No. 1 Dock, Kowloon	200	100	10	5	1,000
No. 2 Dock, Kowloon	110	50	10	5	550
No. 3 Dock, Kowloon	110	50	10	5	550
Patent Slip, No. 1, Kowloon	80	40	10	5	400
Patent Slip, No. 2, Kowloon	80	40	10	5	400
WATERLOO					
Compassion Dock	60	30	10	5	300
ABERDEEN					
Harbour Dock	120	60	10	5	1,200
Patent Dock	120	60	10	5	1,200

HEAD OFFICE: KOWLOON.

Telephone No. 1 K.

QUEEN'S BUILDINGS.

Telephone No. 30, Hongkong.

Please Address Enquiries to the Chief Manager.

R. M. DYER B.Sc., M.I.N., Kowloon Dock Hongkong.

THE HONGKONG TELEGRAPH. EXTRA

HONGKONG, MONDAY, FEBRUARY 22, 1915.

TO-DAY'S LATEST WAR TELEGRAMS.

Marked French Progress.

(Havas Telegram.)

Feb. 19, 6.10 p.m.

Yesterday was very favourable. Were repulsed sharp counter-attacks, sometimes with the bayonet, inflicting heavy losses on the enemy; we kept all our positions.

In Lorraine we captured the village of Norroy; a quiet night. There were rather sharp artillery fights in the Aisne valley and the region of Rheims. In the Vosges we repulsed two infantry attacks, and kept and strengthened all captured positions.

A Distinction Abolished.

General Joffre's order of the day does away with the denomination of "reserve" troops; it says that, after six months' brilliant campaign, all corps have shown themselves worthy of bearing the one denomination of "active army."

A German submarine torpedoed the French steamer *Dinorah* off Dieppe; the *Dinorah* was able to get into port. Germany has expressed to Switzerland her regrets on account of a German aviator's having flown over Swiss territory.

Many German Repulses.

(British Foreign Office Telegram, via Peking.)

Feb. 20, 10 p.m.

On the 18th, in the region of Arras, the Germans attacked five times; trying to recapture trenches which they had lost on the 17th; they were repulsed, leaving several hundred dead on the field, including several officers. Similar German attempts in Champagne were repulsed with the bayonet. In the regions of Soisson, Perthes and Beaunejour, the French troops maintained their gains, captured five machine guns and made several hundred prisoners, who declare that the German regiments engaged suffered serious losses; some lost half of their numbers.

The French kept their gains of the 17th at Eparges (heights of the Meuse). In Lorraine they captured the village of Norroy, which, contrary to the German communication, was not evacuated, but from which the Germans were expelled.

In Alsace, the height south of Sudelle farm, conquered by the French on the 17th, was constituting a formidable redoubt, where we captured one bomb-thrower, five machine guns, hundreds of rifles, shields and a quantity of war material and ammunition.

[Reuter's Service to The "Telegraph."]

Enemy's Counter-Attack Brilliantly Repulsed.

Feb. 22, 1.10 a.m.

A Paris evening communique says that, from the sea to the Aisne, there has been an intermittent cannonade. In Champagne an enemy counter-attack was brilliantly repulsed, and was followed by a vigorous pursuit, whereby we captured all the German trenches north and east of the wood captured yesterday.

Further Captures by Allies.

Elsewhere along the front, continues the communique, two German counter-attacks were repulsed, and we made fresh progress, particularly north of Mesnil. We captured two mitrailleuses and a hundred prisoners.

German Attack Completely Fails.

The enemy delivered a seventh counter-attack at Les Eparges, in order to recapture the positions which we had won during the last two days; but it failed completely.

American Steamer Sunk by Mine.

Feb. 22, 2.15 a.m.

The *Lokalanzeiger* reports that the American steamer *Evelyn*, with cotton from New York to Bremen, has been sunk by a mine north of Borkum. A German steamer saved the crew.

Germans Repulsed by Russians.

A Petrograd communique says:—North of the Vistula we have captured a thousand Germans during the last two days. The enemy took the offensive, from the 10th to the 20th, north of Zaklone, in Galicia. Three attacks were repulsed. Fighting between Meso Labores and the Upper San continues. Fresh German attacks against the Kozimoka position have been repulsed. In a desperate battle we captured the heights south-east of Tukhs and north-west of Senachouva. The enemy occupied Stanislawoff, in Southern Galicia.

Russian Treasury Bonds.

Reuter's correspondent at Petrograd says that a ukase orders the issue of two new series of five per cent Treasury bonds, each for five hundred million roubles, in order to cover the war expenses.

The Ship Purchase Bill; American Feeling Hurt.

Feb. 19, 8.5 p.m.

Reuter's correspondent at Washington says that the Democrats have allowed the Opposition to talk the Ship Purchase Bill dead. President Woodrow Wilson has abandoned the idea of an extra session.

To-day's comment shows that the German reply has only exacerbated American feeling.

Two Infantry Attacks Repulsed in Perthes.

Feb. 19, 4.50 p.m.

A Paris communique says that during the night and day it was mostly calm.

The artillery showed some liveliness in the valley of the Aisne. We maintained all our positions.

In Perthes we repulsed two infantry attacks.

In the Vosges, moreover, we consolidated our positions. We are progressing methodically north and south of the farm of Sedelle.

JOCKEY CLUB RACES.

(Continued from page 5)

Starter.—Mr. H. J. Gedge.
Second Starter.—Mr. Paul M. Hodge.
Time Keeper.—Mr. M. S. Saxon.
Hon. Treasurer.—Mr. A. C. Hynes.
Clerk of the Course.—Mr. T. F. Hough.

1.—The Wong Nei Ching Stakes.—Winner \$600. Second \$200. Third \$100. For China Ponies, Subscription Grifins of any Season non winners. Weight for inches as per scale. Jockeys who have never had a winning mount in Hongkong, Shanghai or Tientsin allowed 5 lb. Entrance \$5. Half a mile.

Mr. Billiards' Winning Hazard, 10st 7lb (Mr. McGillicuddy) 1
Mr. Cunningham's Jot, 10st 10lb (Mr. Johnston) 2
Dr. Forsyth's Lorenzo, 10st 10lb (Mr. Pope) 3
Dr. Forsyth's Lady G., 10st 10lb (Mr. Forbes) 0
Messrs K & P's Belgian King, 11st 1lb (Mr. Ezra) 3
Mr. Ellis Kadoorie's Jaipur Chief, 10st 9lb (Mr. Moller) 0
Mr. D. MacDonald's Gleadol, 10st 12lb (Mr. Heard) 0
Mr. Wayfoong's Bluebottle, 10st 5lb (Mr. Sedgwick) 0

Off at 11.35. From a good start Jed took the lead, followed by Jaipur Chief, with Winning Hazard last. Coming round the bend, the ponies strung out, with Lorenzo lying third. Entering the straight, Jed still led the way, with Bluebottle second, Jaipur Chief third and Lorenzo lying fourth. At the distance post Jed still held the lead on the inside and Lorenzo, who had taken second place, was showing signs of distress. Pope put on pressure, but the pony failed to respond and Jed won comfortably with three lengths to spare from Lorenzo, Jaipur Chief, two lengths away, being third. Time 59 secs. The time was equal to record and could easily have been excelled.

Dividend:—
Winner \$6.30
Places \$5.10, \$5.50, \$5.70
Cash Sweep:—
Ticket No. 166 1st ... \$280.35
" 11 2nd ... 80.10
" 2 3rd ... 40.05
Commission ... \$44.50

Total... \$445.00

2.—The Maiden Stakes.—Winner \$600. Second \$200. Third \$100. For China Ponies, bona fide Grifins on date of entry. Weight for inches as per scale. Subscription Grifins of this Season 1914-1915 allowed 7 lb. Entrance \$10. Three quarters of a mile.

Sir Paul's Majestic Dahlia, 11st 4lb (Mr. Barkill) 1
Mr. Ezra's Gamester, 11st 1lb (Mr. Ezra) 2
Mr. Ellis Kadoorie's Welsh Chief, 10st 12lb (Mr. Moller) 3
Mr. John Peel's Wamphray, 11st 1lb (Mr. Johnston) 0
Mr. Tierce's Grayling, 11st 4lb (Mr. Heard) 0

Off at 12.05. Welsh Chief was mounted at the post by Moller. Majestic Dahlia was inclined to be a little fractious at the post, but eventually the ponies were despatched to a very good start. At the start Majestic Dahlia led, but was superseded after the first few yards by Johnstone's mount, Gamester, coming into second place. At this juncture Grayling showed among the bunch, but Wamphray rattled on at great speed and gained the first bend fully ten lengths in front of the field. Rounding the bend, Majestic Dahlia went to the rack and lay last but one. Johnstone still led, with Moller pressing on the outside. Majestic Dahlia came like a bolt from the blue and, challenging the leader, got possession of the field at the distance post. Moller tried hard to catch

the Dahlia, but Barkill, riding in comfortable fashion, won easily by two lengths from Gamester who slipped up on Welsh Chief which was third a length away. Wamphray, which showed up so well at the start, was last in.

Time:—1 min. 31-3/5 secs.
Dividend:—
Winner \$7.30
Places \$5.20, \$5.40
Cash Sweep:—
Ticket No. 77 1st \$507.15
" 18 2nd \$144.90
" 100 3rd \$72.45
Commission \$80.50

Total \$805.00
3.—The Victoria Stakes.—Winner \$600. Second \$200. Third \$100. For China Ponies. Weight for inches as per scale. Bona fide Grifins on date of entry allowed 5 lb. Subscription Grifins of this Season 1914-1915 allowed 10 lb. Entrance \$10. One mile.

Mr. John Peel's President, 11st 1lb (Mr. Heard) 1
Sir Paul's Aldwyoh, 10st 11lb (Mr. Barkill) 2
Mr. John Peel's Anan, 11st 4lb (Mr. Johnston) 3
Mr. Ellis Kadoorie's Saxon Chief, 11st 1lb (Mr. Moller) 0
Sir Paul's Sunstar Dahlia, 11st 1lb (Mr. Vida) 0

Off at 12.30 p.m. The flag fell to a very even start, the lead being taken by Sunstar Dahlia, followed by President, Aldwyoh and Saxon Chief. Rounding the bend at the football field, Sunstar Dahlia fell into second place, President showing the way. Barkill then worked his way into third place, closely attended by Saxon Chief. These positions were maintained up the hill, the leader having a three lengths' advantage, and the second a lead of six lengths from the field. Over the hill there was still no change. Rounding the village bend, Anan seemed to be out of the race, lying last. Into the straight the leader was overhauled by the field and Vida commenced to apply his whip. Barkill, getting down in business-like fashion, came in on the outside and challenged the leading pair. At the distance post, Vida's mount was beaten and the race resolved itself into a struggle between Heard, Barkill and Johnstone. Heard won by a length and a half from Barkill and Johnstone's mount was third a length away.

Time:—2 min. 15 sec.
Dividend:—
Winner \$24.70
Places \$13.30, \$9.10
Cash Sweep:—
Ticket No. 18 1st \$638.00
" 139 2nd 181.00
" 162 3rd 90.90
Commission \$101.00

Total \$1,010.00

4.—The Valley Stakes.—Winner \$600. Second \$200. Third \$100. For China Ponies, Subscription Grifins of this Season 1914-1915. Weight for inches as per scale. Entrance \$10. Three quarters of a mile.

Mr. John Peel's Soldier, 11st 1lb (Mr. Johnston) 1
Dr. Forsyth's Turzum, 11st 1lb (Mr. Pope) 2
Mr. Adams' Castellan, 10st 12lb (Mr. Adams) 3
Mr. Brutton's Thurlston, 10st 9lb (Mr. Ezra) 0
Mr. Ellis Kadoorie's Baroda Chief, 11st 1lb (Mr. Moller) 0
Mr. Nemzees' Shabrang, 10st 12lb (Mr. H. Seth) 0
Mr. Tierce's White Boy, 10st 9lb (Mr. Heard) 0
Mr. Trio's Kukri, 11st 1lb (Mr. Knoll) 0

and Mr. Moller's mount. Rising the hill, Castellan joined the leader, Shabrang being third; rounding the bend Johnstone maintained the lead. H.E.'s pony lying fourth. Into the straight, Johnstone still showed the way, followed by Castellan and Turzum. At the distance post, Johnstone, with his hands resting on the withers, merely guided his mount to victory, followed closely by Turzum, who was finished, and Castellan, who had also had sufficient.

Time 1.32-3/5.
Pari-Mutuel.
Winner \$8.30
Places... \$6.50, \$5.40, \$5.70
Cash Sweep:—
Ticket 164 1st \$863.10
" 130 2nd \$246.80
" 64 3rd \$123.20
Commission \$137.00

Total \$1,370.00

5.—The Hongkong Grifin Stakes.—Winner \$600. Second \$200. Third \$100. For China Ponies, Grifins on date of entry, purchased at a Public Auction of untried Grifins in Shanghai or Hongkong after 25th April, 1914, on account of a Member or Members of the Hongkong Jockey Club at an actual cost of not more than £150 if in Shanghai or £250 if in Hongkong. Weight for inches as per scale. Entrance \$10. Three quarters of a mile.

Mr. John Johnstone's Thief, 10st 12lb (Mr. Johnston) 1
Mr. Medico's Coronet, 10st 12lb (Mr. Vida) 2
Messrs Shellim & Gilpin's Black Gem, 10st 9lb (Mr. M. Knoll) 3
Mr. Cira's New Zealand Chief, 10st 12lb (Mr. Moller) 0
Mr. Ezra's Wild Cat, 11st 1lb (Mr. Ezra) 0
Mr. R. D. Harvey's Jolly Jack, 11st 1lb (Mr. Hickman) 0
Mr. John Johnstone's Ploughboy, 11st 1lb (Mr. Heard) 0
Mr. A. R. Lowe's Tarpenite, 10st 12lb (Mr. Pope) 0
Mr. Moonraker's Maybey, 10st 10lb (Mr. Seth) 0

Off at 2.35 p.m. The flag fell to a very good start; Coronet led the way, followed by Ploughboy and Thief. Black Gem then worked his way into second place, Ploughboy going fourth. In this order they ran round to the village bend. Johnstone, when racing round the bend to the straight, took second position, Black Gem going into the third place. Into the straight Coronet led. Then at the distance post the Thief, Ploughboy and Black Gem joined in a desperate race. The leader was now in distress and the Thief came along and overhauled him, winning a hard race from Coronet by a head. Black Gem, a length away, was third. Time 1 min. 31 sec.

Dividend \$7.50
Places \$6.50, \$7.40, \$18.20
Cash sweep
Ticket 88 1st \$1282.05
" 368 2nd 368.30
" 302 3rd 183.15
Commission ... 203.50

Total 2035.00

6.—The Foochow Cup.—Winner \$600. Second \$200. Third \$100. Handicap for all China Ponies that have run at any previous official or Gymkhana Meeting. Jockeys who have never had a winning mount in Hongkong, Shanghai or Tientsin allowed 5 lb. Entrance \$10. One mile and a half.

Mr. John Peel's Amphfield, 11st 1lb (Mr. Johnston) 1
Sir Paul's Dreadnought Dahlia, 11st 1lb (Mr. Barkill) 2
Mr. Ezra's Perhaps, 10st 10lb (Mr. Ezra) 3
Mr. Brutton's Joss Mighty, 10st 9lb (Mr. Seth) 0
Mr. Brutton's Sevington, 10st 5lb (Mr. Pope) 0
Mr. Gilpin's Sir Galahad, 10st 8lb (Mr. Knoll) 0
Mr. Ellis Kadoorie's Fijian Chief, 11st 4lb (Mr. Moller) 0

taking the lead, with Dreadnought Dahlia second, Amphfield third, Fijian Chief fourth, and Sir Galahad last. At the village bend the ponies bunched together. Perhaps taking the lead into the straight, followed by Dreadnought Dahlia, Amphfield and Saxon Chief. Round by the football stand Perhaps still showed the way. Amphfield being second, Dreadnought Dahlia third, Sir Galahad fourth, Saxon Chief fifth. The same order was maintained until the home straight was reached, Amphfield then wrestled the lead from Perhaps and Saxon Chief challenged Amphfield and Dreadnought, Sir Galahad falling behind. Johnstone, riding desperately, won the race, his fourth victory for the day, Dreadnought Dahlia, being half a length behind, and Perhaps two lengths away, third.

Time 3 min. 17 sec.
Dividend \$11.50
Places \$5.70, \$5.50, \$9.80
Cash Sweep
Ticket No. 346 1st 1,452.15
" 68 2nd 414.90
" 224 3rd 307.45
Commission 230.50

Total 2,305.00

7.—The Trial Plate.—Winner \$600. Second \$200. Third \$100. For China Ponies, bona fide Grifins on date of entry. Weight for inches as per scale. Subscription Grifins of this Season 1914-1915 allowed 7 lb. Winner of the Maiden Stakes 7 lb. extra.

Jockeys who have never had a winning mount in Hongkong, Shanghai or Tientsin allowed 5 lb. Entrance \$10. Allowances accumulative. From the Two Mile Post Once Round and in. Mr. Ellis Kadoorie's Australian Chief, 11st 1lb (Mr. Moller) 1
Sir Paul's Liberty Dahlia, 11st 1lb (Mr. Vida) 2
Sir Paul's Perfection Dahlia, 11st 1lb (Mr. Barkill) 3
Messrs B. and O's Corporation, 10st 10lb (Mr. Sedgwick) 0
Mr. Gilpin's Sir Calidore, 11st 1lb (Mr. Knoll) 0
Mr. John Peel's Beattook, 10st 9lb (Mr. Johnston) 0

Off at 3.35. From a good start Sir Calidore took the lead from Corporation, Perfection Dahlia, Beattook and Liberty Dahlia. Later, Australian Chief went into fifth place and, passing the football stand, he fell back to the rear. The order on coming to the hill was: Sir Calidore, Corporation, Perfection Dahlia, Beattook, Australian Chief and Liberty Dahlia. Up the hill Corporation for a moment headed Sir Calidore, but in the next few strides was displaced. Sir Calidore led round the village bend and was here joined by Perfection Dahlia, and Beattook. Beattook then came with a rattle on the outside and, overtaking the leader, secured the coveted position. Mr. Knoll commenced to drive Sir Calidore, who was challenged by Australian Chief. At the distance post Australian Chief came away from the field and, though Moller applied the whip, he won comfortably by a length and a half, the Dahlias almost dead-heating for the next position. Corporation was last. Time 2 min. 22-5/10 sec.

Dividend \$20.10
Places \$12.50, \$16.20
Cash Sweep
63 1st 1685.20
474 2nd 481.50
444 3rd 240.75
Commission 287.50

Total 2,675.00

8.—The Garrison Cup.—Winner \$600. Second \$200. Third \$100. For China Ponies, Subscription Grifins of any Season. Weight for inches as per scale. Winners at previous Meetings of one Race 7 lb.; of more than one 14 lb.; at this Meeting 3 lb. extra. Penalties accumulative. Jockeys who have never had a winning mount in Hongkong, Shanghai or Tientsin allowed 5 lb. Entrance \$10. One mile.

ALLEGED ASSAULT.

The case came before Mr. Hazeland at the Police Court this morning in which a Chinese hunter was charged with assaulting a pointman, both the parties being in the employ of the Kowloon-Canton Railway. Inspector Kerr, who was in charge of the case, said that the prosecution would not be able to proceed as the complainant was not yet out of hospital. He had been to badly injured that he had had to have one foot taken off. The story was that the defendant was alleged to have assaulted the pointman and in the course of the struggle the complainant slipped and fell under the wheel of an engine, his foot being badly crushed thereby. The case was remanded, the defendant being allowed, out on bail of \$500.

Remanded.

The five Indians charged with the theft of Admiralty stores have been remanded until Friday afternoon.

Alice Memorial Hospital.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—Jardine Matheson and Co., \$100; Thoresen and Co., \$25; A. F. Arcalli, \$25; W. Murray, \$25; O. H. Blasco, \$10; A. Mackenzie, \$10; H. A. Nisbet, \$10; W. L. Patenden, \$10; J. R. Wood, \$10; E. Barfield Oakes, \$10; A. Rodger, \$10; J. Rodger & Co., \$5; Bismarck and Co., \$5; Brewer and Co., \$5; D. H. Cooper and Co., \$5; Komor and Komor, \$5; J. W. Stewart, \$3.

Mr. John Peel's Sailor, 10st 12lb (Mr. Johnston) 1
Dr. Forsyth's Lorenzo, 10st 10lb (Mr. Pope) 2
Mr. Billiards' Winning Hazard, 10st 12lb (Mr. Vida) 3
Mr. R. D. Harvey's The Shikar, 10st 10lb (Mr. Hickman) 0
Mr. Ellis Kadoorie's Bikanir Chief, 11st 1lb (Mr. Moller) 0
Mr. Nemzees' Shabrang, 10st 12lb (Mr. H. Seth) 0
Mr. D. M. Ross's Mad Eve, 11st 1lb (Mr. Sedgwick) 0
Mr. H. P. White's Amun Ra, 11st 1lb (Mr. Gegg) 0

Off at 4 p.m. Another good start. Passing the judge's box for the first time, Bikanir Chief led, followed by Sailor and Mad Eve, with Winning Hazard running fourth. Up the hill the same positions were maintained, rounding the village bend, the leading ponies came together. Bikanir Chief still having the advantage, with Winning Hazard close up fourth. Into the straight Bikanir Chief still held the lead on the rails, Sailor being second and Winning Hazard third. Sailor, beautifully ridden by Johnstone, then challenged the leader and won a good race with three lengths to spare from Lorenzo. Winning Hazard, one length away, was third. Time 2 min. 7 secs.

Dividend \$8.40
Places \$5.10, \$7.00, \$7.00
Cash Sweep:—
Ticket No. 425 1st \$1559.25
" 421 2nd 445.50
" 187 3rd 222.75
Commission 247.60

Total \$2,475.00

PUBLIC AUCTION.

GEO. P. LAMMERT.
AUCTIONEER, SHARE &
GENERAL BROKER

PRELIMINARY NOTICE.

THE Undersigned has received instructions from the well-known dealer, Loh Ven Kee (Shanghai), to sell by Public Auction on

MONDAY & TUESDAY,
the 8th & 9th March, 1915, commencing each day at 2.30 p.m. at his Sales Rooms, Duddell Street.

A Large and Valuable Collection of Antique China and Curios.

Full particulars will appear later.

GEO. P. LAMMERT,
Auctioneer.

PUBLIC COMPANIES

THE HONGKONG & KOW-LOON WHARF & GODOWN CO., LTD.

NOTICE TO SHAREHOLDERS.

The Twenty-Eighth Ordinary Annual Meeting of Shareholders will be held at the Offices of Messrs. Jardine, Matheson & Co., Ltd., on Thursday, the 4th March, 1915, at 11.30 a.m., for the purpose of receiving the Report of the Directors and the Statement of Accounts for the year ending 31st December, 1914.

The TRANSFER BOOKS of the Company will be CLOSED from 22nd February to 4th March inclusive.

By Order of the Board of Directors.

W. S. BROWN,
Secretary.
Hongkong, 15th February, 1915.

THE HONGKONG HOTEL CO., LTD.

NOTICE.

The Ordinary Half-Yearly Meeting of Shareholders will be held at the Company's Hotel on Saturday, the 27th February, 1915, at noon, for the purpose of receiving a Statement of Accounts of the Company to 31st December, 1914, with the report of the Directors, and to discuss any matter that may be competently brought before the Meeting.

The transfer Books of the Company will be closed from the 20th to 27th February, 1915, both days inclusive.

By Order of the Board,
J. H. TAGGART,
Acting Secretary.
Hongkong, 16th February, 1915.

THE CHINA PROVIDENT LOAN & MORTGAGE Co., Ltd.

The Eighteenth Ordinary Annual Meeting of Shareholders in the Company will be held at the Offices of the Company, St. George's Building, No. 6 Connaught Road, on Friday, the 26th February, 1915, at 11.30 a.m., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1914.

The TRANSFER BOOKS of the Company will be CLOSED from Monday, the 22nd February, 1915, until Friday, the 26th Feb., 1915, both days inclusive.

SHEWAN TOMES & Co.,
General Managers.
Hongkong, 12th February, 1915.

NORDEUTSCHER LLOYD STEAMSHIP CO.,
HONGKONG AGENCY.

The Creditors of the above Company whose claims have not been dealt with by the Liquidators, are required to send in the particulars thereof to the Liquidators before the 25th day of February, 1915.

The Liquidators disclaim all responsibility for claims not notified to them before the above mentioned date.

LOWE, BINGHAM & MATTHEWS,
Liquidators.

Don't forget after the Show Supper and Light Refreshments

ALEXANDER CAFE,
Open till 12 midnight.

ENTERTAINMENTS.

THEATRE ROYAL.

Messrs. GONSALEZ BROS.

Present

THE

ITALIAN GRAND OPERA COY.

TO-NIGHT!

Monday, 22nd February.

"MIGNON."

Tuesday, 23rd February.

"OTELLO."

Wednesday, 24th February.

"ERNANI."

Thursday, 25th February.

"TOSCA."

Friday, 26th February.

"BARBIERE DE SEVIGLIA."

PRICES AS USUAL

9 P.M. SHARP

Cash Booking ONLY at MOUTRIE'S.

THEATRE ROYAL,

HONGKONG.

SATURDAY, FEBRUARY 27TH,

AT 9 P.M.

GRAND EVENING CONCERT.

PROCEEDS TO GO TO

ALLIED FORCES' TOBACCO FUND.

Under the distinguished patronage of H.E. the Governor, Sir Henry May, K.C.M.G., H.E. Major-General Kelly, C.B., and Commodore Anstruther, C.M.G.

Special programme by well-known local artists, concluding with an amusing Sketch, entitled

"PACKING UP."

as performed with great success in London and abroad.

BAND OF 25th PUNJABIS

By kind permission of Lt. Col. Moberly, and Officers.

PRICES AS USUAL.

Booking at MOUTRIE'S.

VICTORIA THEATRE.

FRIDAY, 19th February.

The Startling Drama

in 4 Parts—4,000 Feet Long.

"A GREAT SINNER."

The 5th Series of

WAR PICTURES

Very Interesting.

New Comics, New Historical Films.

BIJOU SCENIC THEATRE.

Commencing Saturday, 20th Feb.

The Powerful Drama

"PLAYTHING OF AN HOUR"

in 2 Parts—Length 3,000 Feet.

"THE BRIGHTER STAR" drama.

"MAX BECOMES A COOK" great comic.

WAR PICTURE—etc., etc.

MRS MAY CLARKE.

last few nights only.

OFFICIAL MARKET PRICES

Hongkong, February 10, 1915.

BUTCHER MEAT.

Beef Sirloin & Prime Out—Mei Lung Pa	lb.	19
" Corned—Ham Ngau Yuk	"	19
" Roast—Shiu	"	19
" Breast—Ngau Lam	"	15
" Soup—Tong Yuk	"	20
" Steak—Ngau Yuk Pa	"	30
" do.—Sirloin—Ngau Lau	"	24
" Sausages—Ngau Cheung	"	24
Bullock's Brains—No	per set	10
" Tongue, fresh—Ngau Li	each	50
" corned—Ham Ngau Li	"	60
" Head—Ngau Tau	"	1.00
" Heart—Ngau Sum	lb.	14
" Hump, Salt—Ngau Kin	"	20
" Feet—Ngau Keuk	each	11
" Kidneys—Ngau Yiu	"	18
" Tail—Ngau Moi	"	18
" Liver—Ngau Kon	lb.	13
" Tripe (undressed)—Ngau To	"	6
Calves' Head & Feet—Ngau-tai-tau-keuk	set	1.00
Mutton Chop—Yeung Poi Kwat	lb.	25
" Leg—Yeung Poi	"	25
" Shoulder—Yeung Shau	"	24
" Saddle—Yeung Shau	"	27
Pigs' Chitlings—Chu Chong	"	27
" Brains—Chu No	per set	24
" Feet—Chu Keuk	lb.	13
" Fry—Chu Chap	"	15
" Head—Chu Tau	"	16
" Heart—Chu Sam	each	11
" Kidneys—Chu Yiu	"	18
" Liver—Chu Kon	lb.	28
Pork Chop—Chu Pai Kwat	"	24
" Corned—Bam Chu Yuk	"	24
" Leg—Chu Poi	"	28
" Fat or Lard—Chu Yau	"	20
Sheeps' Head and Feet—Yeung Tau Keuk	set	60
" Heart—Yeung Sam	each	8
" Kidneys—Yeung Yiu	"	12
" Liver—Yeung Kon	lb.	26
" Suet—Yeung Kon	"	22
Sucking Pigs—Yeung Chu Tai	"	20
Suet, Beef—Shang Ngau Yau	"	28
" Mutton—Shang Yeung Yau	"	19
Veal—Ngau Tai Yuk	"	20
" Sausages—Ngau Tai Cheung	"	20
Lard—Chu Yau	"	20

POULTRY.

Chicken—Kai Tsai	lb.	30
Capon, Large, Small—Sin Kai	"	30
Ducks—Ap	"	20
Doves—Pan Kau	"	18
Eggs, Hen—Kai Tan (sucking)	per doz	20
Fowls, Canton—Kai	lb.	34
" Hainan—Hoi Nam Kai	"	30
Geese—Ngo	"	24
Pigeons, Canton—Pak Kap	each	78
" Hoihow—Hoi How Pak Kap	"	25
Snipe—Sha Tsai	each	20
Turkeys, Cock—Po Kai Kung	lb.	60
" Hen, " Na	"	45

FISH.

Barbel—Ka Yu	lb.	18
Bream—Pin Yu	"	18
Canton Fresh Water Fish—Hoi Sin Yu	"	15
Carp—Li Yu	"	20
Catfish—Ohik Yu	"	12
Codfish—Man Yu	"	26
Crabs—Hoi	"	18
Cuttle Fish—Muk Yu	"	12
Dab, Sea—Shang Yu	"	12
Dace—Wong Mei Lap	"	13
Dog Fish—Tit To Sin	"	10
Eels, Conger—Hoi Man	"	12
" Fresh water—Tam Sui Yu	"	18
Eels, Yellow—Wong Sin	"	32
Frogs—Tin Kai	"	30
Garoupa—Shek Pan	"	18
Gudgeon—Pak Kap Yu	"	20
Herrings—Tao Pak	"	20
Halibut—Cheung Kwan Kap	"	20
Labrus—Wong Fa Yu	"	18
Loach—Wu Yu	"	26
Lobsters—Lung Ha	"	28
Mackerel—Oh Yu	"	20
Monk Fish—Mung Yu	"	32
Parrot Fish—Kai Kung Yu	"	18
Perch—Tau Lo	"	18
Pike—Fa Pan Fong	"	10
Plaice—Pan Yu	"	15
Pomfret, Black—Hak Chong	"	26
Pomfret, White—Pak Chong	"	28
Prawns—Ming Ha	"	28
Ray—Pai Pa Fua	"	10
Rock Fish—Shak Kau Kung	"	6
Roach—Chun Yu	"	12
Salmon—Ma Yau	"	30
Shark—Sha Yu	"	7
Skate—Po Yu	"	8
Shrimps—Ha	"	25
Skipper—Lap Yu	"	28
Sole—Tat Sha Yu	"	28
Sole—Wan Yu	"	10
Turbot—Oho How Yu	"	18
Turtles, small, fresh water—Keuk Yu	"	60

FRUITS.

Almonds—Bang Yan	lb.	35
Apples (California)—Kam Shan Ping Kho	"	18
" (Chefoo)—Tie Chun Ping Kho	"	18
" Small—Hoi Tong	"	18
Bananas, fragrant, Canton—San Shing Heng Chiu	lb.	18
" (brides), Macao—San Heng Chiu	"	3
Chestnuts, Chinese—Fong Lat	"	18

肉食

Carambols—Yeung To	each	12
Coconuts—Ye Tse	each	12
Grapes—Po Tai Tse	lb.	30
Lemons, China—Ling Mung	"	10
" America—Kam Shan Ling Mung	"	10
Lichees Dried—Lai Chi, small Stone	lb	28
" Fresh	"	10
Oranges, (Canton)—Shan-shang Tim Ching	"	5
" Sweet	"	8
Pears, (American), K'm San Shoot Lay	"	10
" (Canton), Cooking—Sha Li	"	10
Peanuts—Fa Shang	"	10
Persimmons Large—Hung Tse	"	10
Pine-apples, 1st quality—Pun Ti Po Lo	each	10
" 2nd—Chung-tang Po Lo	"	10
Plantain—Tai Chiu	"	10
Plums—Swatow, Hung Lai	"	14
Pumelo, Siam—Chim Lo Yan	each	14
Shanghai—Lo Kwat	"	15
Walnuts—Hop To	lb	15
Water Melon, Green—Sang Hop Tuo	"	15
" Water Melon, (Am.) Kom San Bai Kwa	each	15

VEGETABLES, &c.

Artichokes, Shanghai—Sheung-hoi Ah Chi	lb	8
Chouk	"	8
Beans, (French), Macao—Oh Moon Pin Tau	"	8
" (French) Shanghai—Sheung Hai Pin	"	8
" Sprout—Ah Chai	"	10
" Long—Tau Kok	"	10
Beet Root—Hung Chai Tau	each	6
Bitter Squash—Fa Kwa	"	8
Brinjals, Green—Ching Yuan Kwa	"	6
" Red—Hung Ke	"	8
Cabbage, Chinese, (common)—Kai Tsoi	lb	10
Cabbage, Shanghai—Ye Tsoi	"	14
Cane Shoots, bunch—Kam Shun	"	8
Carrots—Kam Shun	lb	6
Celery, Chinese—Tong Kan Tsoi	"	25
Chillies Dried—Kon Lap Chiu	"	10
" Red—Hung Fa Chiu	"	10
" Green—Ching Lap Chiu	"	10
Curry Stuff, English—Ka Li Chiu Liu	"	10
Okumbers—Ching Kwa	each	2
Garlic—Sun Tau	lb	8
Ginger, young—Sun Tse Keung	"	8
" old—Lo Keung	"	9
Horse Radish, Shanghai—Lik Kan	"	12
Indian Corn—Suk Mai	each	1
Lettuce—Yeung Shang Tsoi	"	1
Water Chestnuts—Ma Tai	lb.	6
" Mandarin—Kwai Lam Ma Tai	"	35
Mushrooms, Fresh—Shang Chai Ko	each	35
Musk Melon, Amer.—Kam-san Hong Kwa	each	10
Okra	"	8
Onions Bombay—Yeung Chong Tau	"	8
" Green—Shang Chong	"	7
" Shanghai—Sheung-hoi Chong Tau	"	7
Paralel—Kun Tsi	lb.	8
Green Peas—Ching Tau	lb.	3
Potatoes, Sweet—Pan Shu	"	3
" Shanghai—Sheung-hoi Shu Tse	"	3
" Japan—Yut Pun Shu Tse	"	3
" American—Fa Ki Shu Tse	"	3
" Foochow—Foo-chow Shu Tse	"	3
Pumpkin—Tong Kwa	"	3
Radish—Hung Lo Pak Tsoi	"	3
Rhubarb (Fresh)—Tai Wong	"	3
Sage—Tse So	"	3
Shallots—Kon Chong Tau	"	3
Spinach—Yin Tsoi	"	3
Tomatoes—Pan Ke	"	3
Taro—Wu Tau	"	3
Turnips, Punt, (Long)—Lo Pak	"	3
" English—Yeung Lo Pak	"	3
Vegetable Marrow—Chit	"	3
" (American)—K' wan hit	"	3
Water Cress—Sai Yeung Tsoi	"	12
" Lily root—Lin Ngai	"	6
Yams—Ta Shu	"	6
" English—Yeung Kan Choi	"	6
" Tau	"	6

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Commercial.

Philippine Tobacco Prospects.
A Manila Bureau of Agriculture inspector who has recently returned from the Cagayan valley reports that the crop prospects for 1915, as far as tobacco is concerned, are very discouraging. The rainy season ended unusually early and since then very little rain has fallen. The anxiously expected winter rains have also failed. The first and early-crown seed beds were almost entirely destroyed by the drought and as many as three additional sowings have been made. There are few if any of the planters who will succeed in setting out the usual area planted, and perhaps as an average not more than one-half of the area planted in 1914 will be planted this year. The Cagayan valley usually produces about one-half the annual Philippine crop of tobacco. It is now so late that even with favourable weather conditions henceforth, the 1915 crop of tobacco will be very short.

Sino-Japanese Trade.
According to a report of the Ministry of Agriculture and Commerce of Japan, the export of Japanese goods to China during the month of January was about Yen 8,830,000 whilst imports of Chinese goods to Japan were only Yen 3,110,000. The decrease of the imports from China is due mainly to the decrease of imports from Central China.

F. M. S. Tin.
The Perak tin export for January (excluding Upper Perak figures) was—Block tin 3,642.4 piculs, tin ore 38,304.97 piculs, duty \$381,979.98.

Conversion Loan for Japan.
Issued in London.

The *Jiji* states that according to a London telegram received in Tokyo the Japanese Government on Monday, the 8th instant, issued in London a short-term conversion loan for £8,000,000 in the form of Treasury Bills, the rate of interest thereon being 5½ per cent. per annum. The message adds that applications were numerous. The *Chugai Shogyo* says, in this connection, that the fact that the whole of the 475 per cent. and the Five per cent. Railway Bonds, amounting to £4,000,000, have not been converted, and that the balance of £1,000,000 has to be redeemed in cash, has brought about a change in the financial administration. Prior to the negotiations entered into with British underwriters as to the redemption of the short-term loans referred to, the Tokyo Government allotted to the railway administration for this year the sum of Y.20,000,000 out of the National Debt Redemption Fund, believing that the whole of the loans would be easily converted. Now that the Government is obliged to redeem in cash the balance, amounting to £1,000,000, the question has arisen as to whether the expenditure allotted for the railway administration should be reduced.

Bangkok Companies.
It is pretty well known, states the *Siam Observer*, that the past twelve months have resulted in profit to our local companies, though the dividends may not be equal to those for 1913. It is stated that the Bangkok Manufacturing Company will declare a dividend of 5 per cent. for the half year, the Hakkam Railway Company a dividend of 8 per cent. The Bangkok Dock Company directors have not yet met for the purpose of considering their balance sheet, but from all indications it appears that the same dividend as last year is possible, that is, 8 per cent. The Siam Steam Packet Company, notwithstanding competition on some of its lines, has had a fairly good year according to all accounts and a dividend of 5 or 6 per cent. might be expected. The Menam Motor Boat Company has also had a fairly good year and a fair dividend is probable. The Siam Electricity Company has had, so far as our information goes, a very good working year. There will, we think, when the balance sheet is made public, not be such a bad dividend as originally expected by some of the shareholders who sold out. The Siam Tramways Company, notwithstanding the reduction in the track rent, has not had the turning point in its career some shareholders hoped for.

SHARE REPORT.

COMPARATIVE SHARE QUOTATIONS.

STOCK.	To-day's Closing Prices	Number of Shares	Par. Value	1914. Highest	1914. Lowest	1915. Highest	1915. Lowest	Last Dividend and Date
Banks.								
H'kong & Shanghai Banking Corp.	\$800 b. ex div. £71	12,000	\$125	all	855 July	700 Oct	810 800	{£2 3/- & 5/- bonus at ex 1/1914 equal to \$27.27 for 1/2 year ending 31/12/14
Marine Insurance.								
Canton Insurance Office, Ltd.	350 b.	10,000	\$50	60	350 Dec.	305 Oct.	350 350	{Final of \$3 a/o 1912. Interim of \$18 a/o 1913.
North China Ins. Co., Ltd.	160 b.	10,000	£15	5	145 May	133 Jan.	160 160	{Final of 10 p.c. making 20 p.c. for 1912
Union Ins. Society of Canton, Ltd.	825 b.	2,400	\$250	100	847 1/2 April	700 Oct.	\$825 \$825	{Final of \$20 making \$30 for 1912 and Interim of \$30 for 1913
Yangtze Ins. Assoc. Ltd.	225 b.	12,000	\$100	60	20 April	192 1/2 Jan.	225 225	{Final of \$12 mak. \$15 for 1912 & Int. of \$3 for 1913
Fire Insurance.								
China Fire Ins. Co., Ltd.	150 s.	20,000	\$00	20	160 July	140 Oct.	150 150	\$10 for 1912
H'kong Fire Ins. Co., Ltd.	395 b.	8,000	\$250	50	385 Feb.	368 April	395 395	\$27 for 1912
Shipping.								
China & Manila S.S. Co., Ltd.	46 b.	30,000	\$25	all	10 Jan.	5 1/2 Dec.	6 6	\$1 for 1906
Douglas Steamship Co., Ltd.	29 s.	30,000	\$50	all	36 Mar.	27 1/2 Nov.	29 29	\$3 for year ending 30/6/14
Hongkong, C. & M.S.S. Co., Ltd.	24 s. & b.	80,000	\$15	all	29 1/4 Jan.	22 Dec.	24 23	{Final of 40 cts. making 90 cts. for year ending 31/12/14
Indo-China Steam Navigation Co., Ltd.	66 b.	{60,000 \$5 } {60,000 £5 }	all	79 Jan.	50 Sept.	66 66		{Final of 3% making 6% on preferred shares & 5% on deferred shares for year 1913
Shell Transport & Trading Co., Ltd.	85/- b.	3,797,610	£1	all	106 1/4 Feb.	70/- Sept.	85/- 85/-	{Interim of 1/- a/o 1915 C. No. 25
Star Ferry Company, Ltd.	37 s.	40,000	\$10	all	49 Mar.	40 Nov.	37 37	{£1.70 per share and bonus of 30 cents per share for year ending 30/4/14
Refineries.								
China Sugar Refining Co., Ltd.	109 s.	20,000	\$100	all	96 1/2 Feb.	70 Nov.	109 109	\$3 for 1912
Javan Sugar Refining Co., Ltd.	119 b.	7,000	\$100	all	31 Jan.	17 Dec.	19 16	\$3 for 1907
Mining.								
Kailan Mining Administration.	32/- s.	1,000,000	£1	all	41/- Feb.	33 1/2 Dec.	32/- 32/-	{Final of 5% Coupon No. 4. making 10% for year ending 30/6/14
Raub Australian Gold Mining Co., Ltd.	33 1/2 s.	200,000	£1	all	310 Jan.	1.90 Nov.	3 1/2 3 1/2	{1/3 for 1909
Tronoh Mines Ltd.	25 1/2 s.	160,000	£1	all	39/- Feb.	19/6 Nov.	25/6 25/6	{1/- mak. 7/6 a/o 1913
Docks, Wharves and Godowns &c.								
Hongkong & K.W. & G. Co., Ltd.	69 b.	60,000	\$50	all	89 Jan.	73 Nov.	69 69	\$3.50 for year 1913
H'kong & Whampoa D. Co., Ltd.	57 s.	50,000	\$50	all	77 Jan.	53 Oct.	57 57	\$3 dividend for year 1913
S'hai Dock & Eng. Co., Ltd.	51 b.	52,700	£100	all	60 July	50 Dec.	51 51	Tls. 5 for 1913
S'hai & H'kew W. Co., Ltd.	91 b.	66,000	£100	all	109 Jan.	82 1/2 Dec.	91 91	Interim of Tls 3 for 1913
Lands, Hotels and Buildings.								
Anglo French Lands.	194 s.	25,000	£100	£100			94 94	Tls. 6 on 29.2.10
H'kong Hotel Co., Ltd.	124 b.	12,000	\$50	25	128 July	120 Dec.	124 124	{£3.50 for half year ending 30/6/14
H'kong Land Investment Co., Ltd.	110 s.	50,000	\$100	all	117 1/2 July	98 Nov.	110 110	\$3 for year ending 31/12/14
H'phreys Estate & F. Co., Ltd.	64 ex div.	150,000	\$10	all	94 Jan.	7 Nov.	64 64	45 cents for year 1914
K'loon Land & Building Co., Ltd.	41 s.	60,000	\$50	30	45 1/2 Jan.	44 Feb.	41 41	\$3 for 1914
Shanghai Lands.	1101 s.	78,000	£50	all	98 Dec.	89 Oct.	101 101	{Interim of 5 p.c. for year end'g 30.6.13
West Point Building Co., Ltd.	68 1/2 s.	12,000	\$50	all	73 June	66 Feb.	68 1/2 68 1/2	\$2.25 for half year ending 31.12.14
H'kong Central Estates.	95 s.	10,000	\$100	all			95 95	\$4.09 for 7 months ending 31.12.14
Cotton Mills.								
Ewo Cotton S. & W. Co., Ltd.	131 b.	20,000	£50	all	138 July	125 May	131 131	Tls. 12 for year ending 31/10/14
Hongkong Cotton Co., Ltd.	64 s.	125,000	\$10	all	84 Mar.	7 June	64 64	50 cents 31/7/08
Kung Yik.	114 b.	75,000	£10	all	144 Jan.	11 Mar.	114 114	Tls. 1.20 for year ending 30/11/14
Laou Kung Mow.	75 b.	8,700	£100	all	110 Feb.	70 May	75 75	Tls. 12 for 1913
Shanghai Cottons.	85 b.	49,000	£50	all	135 Feb.	70 Nov.	85 85	Tls. 10 for year ending 30/6/13
Miscellaneous.								
China Borneo Company, Ltd.	111 s.	60,000	\$12	all	12 May	10 Dec.	11 11	\$1.20 for 1913
China Light & Power Co., Ltd.	4 s.	50,000	\$5	all	4.90 July	4 Apr.	4 4	6% for year ending 28.2.06
Do. (Spec. shares)		50,000	\$1	all				
China Prov. L. & M. Co., Ltd.	8 s.	200,000	\$10	all	9 Jan.	7 Nov.	8 7.95	70 cts. for 1913.
Dairy Farm Company, Ltd.	35 s.	40,000	£7 1/2	all	39 June	35 Aug.	35 35	\$1.50 for year ending 31/7/14
Green Island Cement Co., Ltd.	342 s.	400,000	\$10	all	6.90 Jan.	5 Dec.	5 1/2 5 1/2	40 cts. for 1911.
Hongkong Electric Co., Ltd.	42 s.	9,000	\$10	all	49 Jan.	36 Nov.	42 42	\$1.80 per share for 1913
Hongkong Ice Company, Ltd.	190 s.	5,000	\$25	all	217 1/2 July	174 Dec.	190 190	Interim of \$2 1/2 a/o 1914
Hongkong Rope Mfg. Co., Ltd.	25 s.	60,000	\$10	all	25 June	22 Apr.	25 25	\$2 for 1913
Hongkong Tramway Co., Ltd.	5.10 s.	325,000	5/-	all	13/- July	7/- Feb.	5.10 5	{Final div. of 6d. making 7 1/2 p. share for 1913
Langkate.	40 b.	250,000	£10	all	64 1/2 Mar.	28 Dec.	40 40	{Interim of T. 1 making T. 2 a/o 1913
Peak Tramway Co., Ltd. (Old)	10 s.	25,000	\$10	all	10 1/2 Jan.	9 1/4 June	10 10	{80 cts. on fully paid shares and 8 cts. on \$1 paid shares for year ending 30.4.14
Do. (New)	1 s.	50,000	\$10	all	93 cts. Jan.	75 cts. Dec.	1 1	None
Philippines Ltd.	85 s.	75,000	\$10	all			6 6	\$1.50 for 1910.
H. Price & Co., Ltd.	10 s.							
Societes Pulpes de Papier.	20 s.	13,200	\$50	all			20 20	None
teries du Tonkin.								
Steam Laundry Co., Ltd.	34 s.	20,000	\$5	all	5.00 June	4 Nov.	4 4	35 cts. for year ending 31/5/14
Union Water-boat Co., Ltd.	17 s.	50,000	\$10	all	22 1/2 Feb.	17 Jan.	17 17	{£1.00. per share for year ending 31.12.1914
Watson and Co., Ltd.	7 s.	90,000	\$10	all	8 1/2 April	6.90 Dec.	7 7	70 cts. for 1913
William Powell, Limited.	66 1/2 s.	2,100	\$7	all	9 1/2 Jan.	6 1/2 Dec.	6 1/2 6 1/2	{50 cts. on old shares and 25 cts. on new year shares for year ending 30.6.14
S. O. Morning Post.	29 b.	6,000	\$25	all	30 June	92 Dec.	29 29	\$1. Interim a/o year 31.8.14

WRIGHT & HORNBY.

Share and General Brokers.

6, Des Vaux Road Central. Tel. address, Rectitude.

CORRECTED TO MOON FEB. 22, 1916.

THE TELEGRAPH DOES NOT HOLD ITSELF RESPONSIBLE FOR ANY OF THE ABOVE QUOTATIONS.

EXCHANGE.

February 22nd.

Selling	Demand India 132 1/2	T/T France 2.21	Gold Leaf per tael ... \$57.90
T/T 1/9 1/4	T/T Bombay 132 1/2	Demand Paris 2.21 1/2	Sovereign \$11.10
Demand 1/9 3/16	Demand Bombay 132 1/2	On Haiphong 7 1/4 % prem	Bar Silver ready 22 3/8
30 d/s 1/9 1/4	T/T Calcutta 132 1/2	On Saigon 7 1/4 %	forward "
60 d/s 1/9 5/16	Demand Calcutta 132 1/2	On Bangkok 8 1/4 %	
4 m/s 1/9 5/16	Demand Calcutta 132 1/2	Buyers.	
T/T Shanghai 78	Demand Calcutta 132 1/2	4 m/s L/C 1/9 5/16	
Private 30 d/s sight	T/T San F'co & N.Y. 42 1/2	4 m/s D/P 1/10	
T/T Singapore 75 1/2	Demand and New York 42 5/8	6 m/s L/C 1/10 1/4	
T/T Japan 87	T/T Java 107	30 d/s San F'co & N.Y. 44	
T/T India 132 1/4	T/T Marks Nom.	4 m/s Marks 1/10 1/4	
	Demand Germany "	4 m/s France 2.22	
		6 m/s do 2.27	

SUBSIDIARY COINS.

Discount per \$100:
Chinese... 20 cts. pieces \$21 7/16
Chinese... 10 " \$21 5/8
Hongkong 20 cts. pieces \$15 1/4
Hongkong 10 " \$16 1/4

BANKS.

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE:
60, Wall Street, New York.
LONDON OFFICE:
36, Bishopsgate, E.C.

BOMBAY. LONDON.
CALCUTTA. MANILA.
CANTON. PANAMA.
CEBU. PEKING.
COLON. SAN FRANCISCO.
HANKOW. SHANGHAI.
HONGKONG. SINGAPORE.
KOBE. YOKOHAMA.

CAPITAL PAID-UP \$3,250,000
RESERVE FUNDS..... 4,060,000

(U.S. Gold) \$7,310,000
All kinds of FOREIGN & LOCAL BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received at rates to be ascertained on application.

N. S. MARSHALL, Manager.
Hongkong, 22nd Oct. 1914

THE YOKOHAMA SPECIE BANK LIMITED.

Established 1880.
Authorized Capital Yen 48,000,000
Paid-up Capital " 30,000,000
Reserve Fund " 19,250,000

Head Office.—YOKOHAMA.

Branches: Amoy, Canton, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Manila, Peking, Shanghai, Singapore, Tientsin, Yokohama.
Agencies at: Nagasaki, New York, Osaka, Rangoon, San Francisco, Seoul, Siam, Tientsin, Tokyo, Yokohama.

Interest Allowed on Current Accounts.
Deposits received for fixed periods at rates to be ascertained on application.

EISHI ONO, Manager.
Hongkong, 17th October, 1914.

NOTICES.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(Capital Paid up...\$1,250,000.)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.

(Rates and Particulars on application).

The Office of TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.

SHEWAN TOMES & Co. General Managers.
Hongkong, 19th March, 1908

PEAK TRAMWAY CO. LIMITED.

TIME TABLE.

WEEK DAYS.
7.30 A.M. to 1.00 A.M. Every 15 Min.
1.00 A.M. to 1.30 A.M. " 10 Min.
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5.30 A.M. to 5.50 A.M. " 15 Min.
5.50 A.M. to 6.10 A.M. " 10 Min.
6.10 A.M. to 6.30 A.M

NAVAL YARD
RECREATION CLUB.Bohemian Concert at Naval
Theatre.

At the Naval Theatre on Saturday evening, the Royal Naval Yard Recreation Club held a very successful Bohemian concert. A large company were assembled at 8 p.m., when a programme of vocal and instrumental items was proceeded with. Misses Wilks and Dobinson, Mrs. Goodman, and Messrs. W. E. Clayton Gladwell, Brock, Cawsey and Allen contributing solos. A special item was the rendering of "In Absence" by the Recreation Club Warblers, Messrs. Cawsey, Alderman, Tucker, Bearne, Williams, Brook, Wright and Gladwell, which was deservedly enjoyed.

At the conclusion of the musical programme, the Chairman, Mr. J. G. Morgan, asked Commodore Anstruther to make a presentation to Mr. E. R. Bate, the Chairman of the Club, on his departure for England, subscribed for by the members as a slight token of their esteem and to express their thanks to him for his whole-hearted efforts in promoting the welfare of the Club.

Commodore Anstruther, in asking Mr. Bate to accept the gift, a handsome silver ewer, briefly reviewed the history of the Club now one of the most successful of its kind, and remarked that at the time of Mr. Bate's arrival in the Colony, in December, 1911, the membership was but three dozen. In the following summer he was induced to take the office of Chairman; in June 1913 the members had increased to six dozen, and now the membership had reached nine dozen, embracing practically the whole of the Civil Staff of the Naval Establishments. He was largely responsible for the keen interest now displayed in Rifle Shooting, which had placed the Dockyard Club in a position to win the Bellisio shield on two occasions and also to have worthy representatives in the "Interport Team." By his interest and presence he had encouraged the Whist Drives, which at one time were held intermittently but had now become a fortnightly institution. Further he had taken a keen interest in the promotion of a Tennis Section with the result that the Club were the possessors of two of the finest concrete courts in the Colony, and judging from the attendance, they supplied a long-felt want, and would be very useful in promoting recreation necessary for the enjoyment of good health in this Colony: the Commodore humorously remarked that, judging from the way the courts were patronised by the ladies, "house-keeping had been given up" (laughter). He asked Mr. Bate to accept the present to that he might ever remember the friends he was leaving in Hongkong, and the Dockyard Club, the success of which was to largely due to his efforts.

Mr. Bate, in replying, thanked the Commodore for making the presentation, and also the members for giving him the same, and in the course of his remarks said that he has thrown himself with energy into the Club as he was convinced that such an association of the members of the Staff was a necessity, and in order to ensure that everyone should take an individual interest in Club matters he had endeavored to arrange matters that the majority of the

DIARY OF WAR.

(Continued from back of Page 8).

Jan. 14.—King George confers honours on the Grand Duke Nicholas and other Russian generals. Germans secure partial success at Soissons, capturing a number of French with guns.

Jan. 15.—The British in a brilliant engagement capture a German position near La Bassée, capturing many prisoners. Union forces occupy Ramens Drift and Swskopmund. Russians continue to drive German cavalry towards Thorn.

Jan. 22.—Announced that Allies have made good general progress in past three days, despite severe German attacks. British naval airplanes drop bombs on German submarines and guns at Zeebrugge.

Jan. 23.—Announced that Germans attempted to pierce British line at St. Omer, advancing in massed formation, but were repulsed with heavy losses. Dutch fishermen report having seen a Zepplin founder at sea.

Jan. 24.—Russians continue to rout Turks. German naval raid on English coast intercepted; German cruiser Blucher sunk and two battle-cruisers seriously damaged; no British ships lost.

Jan. 16.—Russians beyond an entire Turkish regiment in the Caucasus. French Socialists declare in favour of a continuation of the war until the victory of the Allies is complete. Allies make substantial progress at several points.

Jan. 17.—Russians seize important Karibaba Pass in the Carpathians, bordering on Transylvania.

Jan. 18.—Announced that after three days' fighting the Russians register complete success over the Turks at Karaburnaz, annihilating their rearguard and pursuing the remnant of the army. Herr Kuehn resigns post of Secretary to the German Treasury.

Jan. 19.—Two German aeroplanes captured near Bar-le-Duc. German ships drop bombs on Yarmouth and King's Lynn, killing two men and two women and damaging property.

Jan. 20.—Russian destroyer sinks twelve Turkish merchantmen near Arkhava. Fierce fighting in France.

Jan. 21.—General Falkenhayn resigns post as German Minister for War, being succeeded by General Wild von Hohenborn. British steamer Darward sunk by German submarine near the mouth of the Meuse.

members should be on Committee. He had also seen that the Club was at all times on a sound financial basis so that any crisis might be faced with impunity, and regretted that one seemed impending. He was of opinion that the inter-course socially made for better work nationally, which was fully justified as it was the resultant "esprit de corps" which had enabled the Naval Yard to rise to the occasion in the recent preparations for war, with successful results. He regretted leaving Hongkong, and such a body of friends, as work here had been a pleasure, both officially and socially, and he again thanked the members for their mark of esteem and good wishes.

Mrs. Edwards then sang the Welsh National Anthem, in Welsh, that Mr. Bate might remember the Club and the night when he took up his new duties at Pembroke Dockyard, and all joined in singing, "For he's a jolly good fellow."

IT IS WHAT YOU GET MORE
THAN WHAT YOU PAY. THE
DOUBLE STRENGTH MEANS
DOUBLE VALUE.

LOTUS MOKHA
IS UNIFORMLY EXCELLENT.

Obtainable Everywhere.

RUTTONJEE & SON.

POST OFFICE.

Ships' Letter Boxes.

1. It is hereby notified that during the continuance of the War, all outgoing correspondence must be posted at the General Post Office or at any of its Branch Offices.

2. Ships' Officers are strictly forbidden to receive on board their vessels any correspondence from the Public.

3. Shipmasters are not allowed to place or expose on board their vessels letter boxes for the purpose of collecting correspondence; all such boxes found exposed on board their vessels will be removed and returned to the General Post Office.

4. Shipping Companies must not receive from the Public for inclusion in their ships' Papers any but bona fide correspondence; letters which should be left open or inspection when required.

5. Shipping Companies should state in their notifications to the Post Office the exact hour of departure of their vessels in order that the public may have every facility for posting at the General Post Office.

6. Shipping Companies and Ships' Officers must send to the Post Office ALL correspondence posted in the Ships' Letter Boxes or received by Ships' Officers at the ports from which they sailed, or anywhere en route to Hongkong.

Mail Notice.

1. On March 1st 1915 a branch Post Office will be opened at Queen's Road East (Wanted) next to the Sanitary Department's Office.

2. The Office will be open for the transaction of public business from 7 a.m. to 6 p.m., on Sundays, and Holidays from 8 to 9 a.m.

3. The delivery district of the Wanted branch will be from East of Arsenal St. and Monmouth Path to Shaikwan.

The hours of delivery will be 8 and 11 a.m. and 2 & 5 p.m.

The letter box will be cleared at 7, 8, 10 and 11 a.m. and at 1, 2, 4, & 5 p.m. for despatch to G. P. O.

NOTICE IS GIVEN THAT ALTHOUGH EVERY POSSIBLE PRECAUTION IS TAKEN TO SECURE THE SAFETY OF ALL POSTAL PACKETS WHILE IN THE CUSTODY OF THE POST OFFICE THE POSTMASTER GENERAL CANNOT GIVE COMPENSATION FOR ANY LOSS OR DAMAGE WHICH MAY BE DONE TO THE ACT OF THE KING'S ENEMIES. UNTIL FURTHER NOTICE NO LETTERS, BOXES, OR PARCELS FOR BELGIUM, BRAZIL, CRETTE, OR MONTENEGRO, AND NO LETTERS, BOXES OR PARCELS FOR MALTA CAN BE ACCEPTED FOR INSURANCE.

War risks are not covered by postal registration or insurance.

THE PARCEL POST AND INSURE LETTER SYSTEM TO BRAZIL IS SUSPENDED.

The services to Germany, Austria, and their Colonies, and to the Ottoman Empire are suspended as are also the Parcel Post services to France & Belgium.

The Public are informed that Gold and Silver in Gold or Silver and Paper Money cannot be accepted for transmission through the Post without a permit issued by the Superintendent of Imports & Exports.

British Postal Orders are now on sale at the Sai Yung Post Branch Post Office.

The Awa Maru, with the American Mail ex Korea, is scheduled to arrive here on Sunday, the 28th inst.

MAILS DUE.

American Awa Maru, 28th inst.

MAILS CLOSE TO-MORROW.

Shanghai, N. China & Japan via Moji—Per YOKOHAMA M., 23rd Feb. 10 a.m.

Shanghai, North China, Japan via Nagasaki, Honolulu, United States, S. America & Canada via San Francisco & United Kingdom via Canada (Europe via Siberia)—Per SHINYO M., 23rd inst., 11 a.m.

(Tientsin-Pukow Railway Shanghai Br. P. O. Friday, 26th inst.)
Fort Bayard & Halphong—HUE, 23rd inst., 11 a.m.
Swatow, Amoy & Foochow—Per HAITAN, 23rd inst., 1 p.m.

Philippine Is.—Per SUNGKIANG, 23rd Feb., 3 p.m.

WEDNESDAY, 24th Feb.

Swatow—Per HAIMUN, 24th inst. noon.
Philippine Is., Timor, Australia, Tasmania, New Zealand & New Guinea via Thursday Is.—Per ALDENHAM, 24th inst., 10 a.m.

Shanghai, North China, Japan via Moji, United States, S. America, Victoria, B.O. & U. Kingdom via Canada (Europe via Siberia)—Per "MONTAIGNE", 24th inst., 11 a.m.

(Tientsin-Pukow Railway Shanghai Br. P. O. Monday, the 1st March.)
Straits, India via Calcutta—FOOK-SANG, 24th inst., 2 p.m.
Straits—Per ONGANG, 24th inst., 2 p.m.
Japan via Kobe—Per NAMSANG, 24th inst., 4 p.m.

SHIPPING NEWS.

ARRIVED.

Kanchow, Br. ss. 1,222 J. Gibbs, 21st inst.—Shanghai, 18th inst. Gen.—B. & S.

Namsang, Br. ss. 1,591 H. E. Gilroy, 21st inst.—Singapore, 18th inst. Gen.—J. M. & Co.

Fookang, Br. ss. 1,987 T. A. Mitchell, 21st inst.—Moji, 15th inst. Gen.—J. M. & Co.

Rangoon Maru, Jap. ss. 3,316 H. Nambu, 21st inst.—Singapore, 18th inst. Gen.—N. Y. K.

Perla, Br. ss. 2,744 J. Hill, 21st inst.—S. Francisco, 20th inst. Gen.—P. M. S. Co.

Hanoi, Fr. ss. 743 Ch. Le Chevalier, 22nd inst.—Pakhoi, 21st inst. Gen.—A. R. Marty.

Jade, Fr. ss. 2,567 J. Panmer, 20th inst.—Haiphong, 18th inst. Gen.—W. Jack.

Shidazuka Maru, Jap. ss. 4,072 M. Dogauchi, 21st inst.—Shanghai, 18th inst. Gen.—N. Y. K.

Suwa Maru, Jap. ss. 10,347 P. Morai, 21st inst.—Singapore, 18th inst. Gen.—N. Y. K.

Kueichow, Br. ss. 1,920 Forsyth, 20th inst.—Manila, 18th inst. Gen.—B. & S.

Kaitan, Br. ss. 1,183 J. W. Evans, 21st inst.—Swatow, 20th inst. Gen.—D. L. & Co.

DEPARTED.

February 20.

Isbin Maru for Karamang Bay
Kaga Maru for Kobe
Fakui Maru for Wakamatsu
Lennox for Yokohama via Shanghai
Devawongse for Saigon
Itakushima Maru for Milko
Takung for Haiphong
Bequoy for San Francisco
Drutier for Bangkok via Swatow
Agamemnon for Shanghai via Nagasaki

CLEARANCES AT THE
HARBOUR OFFICE.

February 20.

Liangchow for Shanghai
Titan for Shanghai and Vancouver
Kailong for Haiphong via Hobei
Tajima for Melbourne via Manila
Kailong Maru for Poochow via Swatow
Dajin Maru for Tamsui via Swatow
Yei Maru No. 2 for Canton
Haimun for Swatow
Chiuyon for Canton
Tosa Maru for Kobe via Shanghai
St. Albans for Kobe via Shanghai

February 22.

Seattle Maru for Victoria via Shanghai
Suwa Maru for Kobe
Hokuto Maru for Surabaya via S'pore
Cheongshing for Tientsin via Wei-hai-wei

PASSENGERS ARRIVED.

Per s.s. Namsang from Calcutta—Dr. & Mrs. Gray, Mr. Gray, Dr. & Mrs. Wolms, Rev. & Mrs. Lucas, Rev. & Mrs. Sobute.
Per s.s. Kanchow from Shanghai—Mr. J. H. Bone, Capt. Orhardt, Messrs. Ramsey, F. L. Robbins, McDonald.
Per s.s. Kueichow from Manila—Mrs. Nasser Evans, Mrs. Bothman, Yeng Le and Tek Wan.

PASSENGERS DEPARTED.

Per s.s. Suwa Maru for Japan etc.—Mr. & Mrs. A. Falley, Miss L. Courtice, Mr. W. Cliff, Messrs. Thos W. Scarbrough, S. Kato, K. Shimozato, J. B. Oubro, H. Hosaka, D. Kimura, E. Kimura, J. Iwasaki, T. Sakai, S. Komatsu, F. Onda, L. T. Nabeshima, Rev. J. S. Badcock, Mrs. M. Nakano, Messrs. H. E. Wakami, S. Kiyono, Takada, F. H. Cox, E. Annan, O. Yasuda, Y. O. Wei & I. Takayama.

THURSDAY, 25th Feb.

Shanghai and North China (Europe via Siberia) Per—KANCHOW, 25th Feb. 3 p.m.
(Tientsin-Pukow Railway, Shanghai Br. P. O. Monday, 1st March.)

FRIDAY, 26th Feb.

Straits, Durmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt, and Europe Late Letters 10.30 a.m. to 11 a.m. (Extra Postage 10 cents)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail) The parcel mail will be closed on Thursday the 25th inst. at 5 p.m.—Per MALTA, 26th inst., 11 a.m.
Sandakan—Per HINSING, 26th inst., 11 a.m.
Swatow, Amoy & Foochow—Per HAITAN, 26th inst., 1 p.m.
Straits—Per CHUNANG, 26th inst., 2 p.m.
Shanghai & N. China—Per LUOHOW, 26th inst., 3 p.m.

SATURDAY, 27th Feb.

Saigon, Straits, Durmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt & Europe—Per VILLE DE LA CROIX, 27th inst., 4 p.m.

Oysters, Fresh, Fried or Stewed
Fishes, Haddock, Kippers etc.
ALEXANDRA CAFE.

WEATHER REPORT.

On the 19th at 11.20—The anticyclone has passed into the Pacific. Another has formed over China.

Depressions lie over S. Manchuria and to the north of the Bonins.

Pressure has decreased considerably over N.E. China, and increased moderately from the Yangtze Valley to the south coast. It has increased slightly over Annam and the Philippines.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST FOR THE 24 HOURS
ENDING AT NOON TO-MORROW.

District	Forecast
1 Hongkong and Neighbourhood	N.E. winds, fresh; sea.
2 Formosa Channel	N.E. winds, strong.
3 South coast of China between H.K. and Lamook	The same as No. 1.
4 South coast of China between H.K. and Hainan	The same as No. 1.

China Coast Meteorological Register.
19th Feb. a.m.

Station	Hour	Barometer	Temperature	Humidity	Wind	Weather
Wootock	7a	29.98	27	51	css	0
Nemuro	6a	30.24				2
Hakodate		30.05				1
Tokio		30.01				2
Kochi					sw	1
Nagasaki		30.03				1
Kagima		30.09			nw	1
Oshima		30.02			n	4
Naha		30.05			n	3
Kajima		29.09			nw	3
Honshu		29.13			nw	1
Chofu						
Whaiwei		30.05	34	69	sw	5
Hankow						
Yokohama						
Kiushu						
Changsha						
Shanghai		30.31	34	97	w	1
Guthrie		30.33	39	nw	4	bs
Sharp	7a	30.24	45	82	ene	4
Amoy	6a	30.19	52	93	ene	2
Swatow		30.34	55	74	n	2
Taiheku	5a	30.18	52	93	e	2
Taihu		30.12	54	n	6	b
Taiwan		30.07	54	n	6	b
Kohun		30.02	64	n	2	b
P'ores		30.11	57	nne	6	2
Canton	6a	30.39	45	84	n	2
H'kong		30.22	51	64	n	1
Gay Peak		30.20		nne	5	b
Macao		30.14	57	94	n	1
Wahow	9a					
Pakhoi						
Holow						
Phulien	6a	30.20	57	78	no	4
Tourane		30.05	68	nne	6	b
O. St. J.		29.99	75	ene	6	b
Ayurri		29.93	68	95	0	e
Dagupan		29.95	70	90	n	2
Manila		29.94	72	94	n	2
Legaspi		29.93	70	86	nw	1
Tacloban		30.01	82	81	w	4
Iloilo	9a	29.95	66	97	0	b
Surigao		29.94	72	98	nw	2
Lebuana						

T. F. Claxton, Director.

Hongkong Observatory, Feb. 19.

1 Barometer, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 Temperature, in the shade, in degrees Fahrenheit.

3 Humidity, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 Direction of Wind, to two points.

5 Force of Wind, according to Beaufort Scale.

State of Weather, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, i lightning, o overcast, p passing showers, q equally, r rain, s snow, t thunder, v visibility, w dew wet.

0 Rain in inches, tenths and hundredths.

METEOROLOGICAL.

Previous Day On date On date

at 5 p.m. at 5 a.m. at 5 p.m.

Barometer 30.16 30.12 30.10

Temperature 64 61 68

Humidity 59 70 53

Wind Direction N E ESE

Force 4 3 4

Weather b o

Rain

Highest open air Temperature on the inst. 64

Lowest 59

W.K. Observatory, 22nd February.

T. F. CLAXTON, Director.

TIDE TABLE.

22nd Feb. to 28th Feb. 1915.

High Water

Low Water

Mean Tide

Spring Tide

Neap Tide

Time of Day

Time of Day

Time of Day

Time of Day

Time of Day

Time of Day

Time of Day

Time of Day

Time of Day

Time of Day

MAIL STEAMERS.

THE PENINSULAR
AND ORIENTAL S. N. CO.
ENGLISH MAIL.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

For	Steamers	To Sail On	Remarks
BOMBAY via Singapore, Penang and Colombo	Malla Capt. G. W. Cookman R.N.R.	noon 26th Feb.	Freight & Passage
SHANGHAI	Sardinia Capt. J. G. Jeffery	about 26th Feb.	Freight & Passage
SHANGHAI, MOJI, KOBE AND YOKO-HAMA	Namur Capt. A. Collyer	about 28th Feb.	Freight & Passage
LONDON via S'pore, Penang, Colombo, Port Said and Marseilles	Namur Capt. A. Collyer	10 a.m. 31st Mar.	Freight & Passage

Subject to alteration without notice.

All steamers are fitted with Wireless Telegraphy.

For Freight or Passage, apply to